

Local Railway Items from Ottawa Papers - 1973

07/03/1973 *Eganville Leader* *Renfrew*

Revive Passenger Service On CNR Line - Hopkins

Len Hopkins, M.P., Renfrew North-Nipissing East, wants the National Capital Commission to revive a passenger service from Ottawa up the Valley to Whitney as a tourist attraction.

"It is my proposal to the National Capital Commission that a passenger train for tourist traffic could be developed as a great attraction, because all the places in the Ottawa Valley and Madawaska Valley as well as the timber resources of the area have played a major role in the area history and economic of Ottawa," Mr. Hopkins said.

Mr. Hopkins said the tourists visiting Ottawa could travel to Algonquin Park on a train that should be modelled after those of the pioneer days.

13/06/1973 *Ottawa Citizen* *Beachburg* *Norway Bay*

Car train crash at Norway Bay kills three children.

http://news.google.ca/newspapers?id=cb0yAAAIBAJ&sjid=_ewFAAAAIBAJ&pg=4241,5019605&dq=train+railway+railroad+cpr+bride+trained+train-to+trainer&hl=en

15/06/1973 *Ottawa Citizen* *Alexandria* *Casselman*

Bus driver Dru Allen fastened his seat belt, closed the door of and headed for Casselman with his load of 44 nursery schoolers.

They were off to meet a new experience: their first train ride. They would board the Montreal-Ottawa train at Casselman, for the ride back to Ottawa.

"I know all about trains," announced a four-year-old. "They're very big and they have engines made of diesel. People can eat on trains or sleep on trains or do anything they want."

The field trip was arranged by Arlene Harrison, mother of one of the pre-schoolers and program director of Merivale Co-operative Nursery School Before its too late

Mrs. Harrison wanted the children to experience a train ride while it was still possible in Canada. "In a couple of years there may not be any passenger trains left," she figures.

About a dozen mothers went along as supervisors, bringing the ratio to something like four to one. "We really don't anticipate any discipline problems," said teacher Betty Yost. "The children have been on field trips before and they know they are expected to stay together."

"They behave a lot better for us than they do for their own mothers, most of the time," said one of the supervisors. "At this age they're terrific," added another.

"It's when they get into school they think they know everything."

Clutching peanut butter sandwiches and cookies, the three-and-four-year-olds climbed aboard their bus at 10 o'clock Wednesday morning, arriving at Casselman at 11.15. Everybody trooped into a small local park for races, games and a picnic lunch.

"My mother gave me suckers for the trip," a small boy advised the little girl beside him. Her face fell. "but I'll give you one," he promised, and everything was fine again.

Tourists in Casselman

After the picnic the children had a look around Casselman (pop. 1,200), then headed for the station. The big moment was near.

The Casselman station attendants lined up the passengers in rows on the benches, and put on a great show. "Just like in the old days," one of the women put it. Then the train rolled in and the children trooped on board their special coach, crowding towards the windows as it began to move off. When they found they could walk while the train was in motion they swaggered to the back of the coach to watch the tracks slip by.

"Trains go fast," was the pronouncement of traveller Joanne Helmer. "The best part was when they let us look out at the tracks."

Joanne's mother, Pat, was almost as impressed as her daughter. "I'd never been on a train before," she admitted. "I grew up in the country and never had the opportunity. The trip was just great."

The train pulled into Ottawa at 2 p.m. Some of the children were tired but most still had lots of energy for whatever further adventures the day might bring.

Satisfied customers

The adults were in good spirits too. "It was an excellent trip," said Mrs. Harrison. "The children behaved themselves and the CN men were just great. Things couldn't have gone better."

Back at Ottawa's Union Station a one-man welcoming party awaited the adventurers. Said bus driver Allen, "This is the biggest family I've ever met at a train station."

06/12/1973 *Low Down to Hull and Back* *Maniwaki* *Wakefield*

Winter Work Project

The national Capital Commission is holding a railpad turntable near Peterborough.

It is expected to be shipped to Wakefield in the very near future.

The turntable will be capable of turning around a locomotive and tender. It will be installed in space opposite Orme's Bakery as a federal winter works project.

The NCC objective is to have the turntable in operation this summer when day excursion trips are to be made from Ottawa-Hull to Wakefield where the Maclaren grist mill is to be open as a tourist attraction.

A NCC spokesman said passengers will be allowed to assist train crews when the time comes to turn the locomotive around for the return trip to Ottawa-Hull.

The NCC has earmarked \$15,000 to set up the Ottawa-Wakefield run. At this moment steam engine 1201 is being refurbished in Toronto. Its owner is the National Museum of Science and Technology.

When 1201 goes into service, its route of 25 miles will cost adults \$5, Children \$3 and a family special \$15.

Engine 1201 was built in 1944. After more than a million miles in operation it was bought in 1966 by the museum.

Its major reconditioning job involves the boiler replacement. The boiler must withstand 200 pounds pressure. It provides a tractive force of 34,000 pounds (the amount of power the engine can supply under a full head of steam on a dry track at takeoff).

This is expected to be more than enough to haul the six period-piece rail cars the NCC is negotiating to buy from the CPR. These will have monitor roofs and windows that open.

The 1201, which was converted to run on oil, is being reconverted to coal by a group of railroad enthusiasts known as the Ontario Rail Association. This group was largely responsible for restoring engine 1056 which was leased by the NCC for excursions to Smiths Falls after a land slide took out the Hull-Maniwaki line near Chelsea last May. Service on this line was only restored last week.

Colin Churcher's Note:

- 1201 was acquired from CPR as a coal burner and converted to oil for use on the Wakefield line

- 1057 was used mainly on excursions between Ottawa and Carleton Place.