

Local Railway Items from Area 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.

19/03/1973 *Ottawa Journal* *Alexandria* *Limoges*

Crash blocks CN line

LIMOGES (Staff) Canadian National Railway officials say it will be at least 24 hours before service is restored on the main line to Montreal following a derailment here early this morning.

Twenty-three cars of an 83-car freight train jumped the track about 4.15 a.m. scattering tons of grain, crumpling box cars and tearing up track for about a mile in this village about 15 miles southeast of Ottawa.

Crew members, working at both ends of the train, escaped injury.

Heavy wrecking equipment from Smiths Falls and Montreal will be needed to remove debris and clear the right of way.

Box cars of grain and a number of flat cars loaded with heavy-duty construction equipment left the rails at a level crossing in the middle of the village rousing residents from their sleep.

The remainder of the train was towed to Montreal.

All freight and passenger service between Ottawa and Montreal Montreal will have to be re-routed over Canadian Pacific rail lines. CNR officials said.

The cause of the wreck is under investigation.

The force of the derailment wrenched wheels from cars, scattered debris for a mile and tossed bulldozer and heavy tractors carried on the flat cars into deep ditches and into back yards.

Damage estimates are not immediately available.

20/03/1973 *Ottawa Journal* *Alexandria* *Limoges*

GRAIN COVERS CRASH SITE LIMOGES

Grain spills from a twisted boxcar at the site of a 23-car derailment on the CNR Ottawa-Montreal line in this village about 15 miles southeast of Ottawa. The cars jumped the tracks at a level crossing Monday: CNR officials said the tracks were expected to be cleared today, but that new rails would have to be put down before the line could be opened again. (Journal Ptofo by Dow Bray)

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

Car train crash at Norway Bay kills three children.

http://news.google.ca/newspapers?id=cb0yAAAAIIBAJ&sjid=_ewFAAAAIBAJ&pg=4241,5019605&dq=train+l+railway+l+railroad+l+cnr+l+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."

Derailment forces CN to reroute

PEMBROKE (Staff) - It will be about two days before stretch of Canadian National Railways track 80 miles west of here is back in service following the derailment Tuesday night of CNR's Trans-Continental. Two locomotives, a baggage car and two passenger coaches left the track near Brent in Algonquin Park but remained up right. A woman passenger was taken to hospital in Pembroke with slight injuries. About 600 feet of track were damaged, in the derailment, which apparently was caused by a washout following a violent electrical storm earlier in the day. Trains are being rerouted along a CP Rail line.

TRAIN DERAILED PEMBROKE Canadian National Railways has been forced to reroute trains in Algonquin Park following following a derailment Tuesday about 80 miles west of Pembroke. Repairs were expected to be completed today. The derailment was caused by a washout following a storm earlier in the day. One woman passenger was treated for shock in Pembroke hospital. (CP Journal wirephoto)

Railwayman's Heaven

Engine 1057 on the Carleton Place run

By CATHY McKERCHER Engine Number 1057 205,000 tons of coal-burning, puffing and chugging steel brought the age of steam back to the Ottawa Valley during the weekend.

Dubbed the Mississippi Express, old 1057 and seven cars made the inaugural run of the National Capital Commission's weekly summer excursion.

More than 275 persons crowded the platform of the Ottawa Station at 10.30 a.m. Sunday in spite of the gloomy weather to climb on board for the hour-long ride to Carleton Place.

The ride was repeated Monday.

The vintage 1912 locomotive pulled five public and two private cars along the tracks at a sedate 25 m.p.h., chugging impressively and blowing its whistle at every crossing.

Passengers leaned out the windows to wave and smile at the crowds that lined the tracks at every settlement, even enjoying the thick black smoke from the engine which sent soot into every part of the train.

And as the engine picked up speed, so did the sun.

Residents of Carleton Place came out in full force, to greet the train as it pulled into the station, many recalling the days when the town was one of the major stops on the CP Rail route.

"We're all very excited about this," said Mayor Eldon Henderson in a welcoming speech to the passengers.

Urban Affairs Minister Ron Basford, the guest of honor of the trip, replied that he had had "a wonderful time."

"This will be the first of many successful runs," he said.

To the last time Mr. Basford rode on a steam train was when he was a child in Manitoba about the same age as his four-year-old son Daniel who came along the ride.

Passengers and residents alike celebrated the train's arrival by listening to an old-time fiddler, watching antique car and farm machinery displays, buying balloons for the children, and taking bus tours from the station to swim at Riverside Park.

Mr. Basford, NCC and CP Rail officials and special guests ate lunch on the train, in a 1927 "director's day car" named the Mount Stephen.

CP Rail official Dave Peters said the car which was panelled in Russian Walnut and fitted with a bar and balcony at the rear cost \$74,000 when it was built and is worth more than \$500,000 today.

It was taken out of storage for Sunday's trip, along with an antique "business car" complete with brass beds to rest on during the return trip to Ottawa.

The five public cars and engine 1057 are owned by the Ontario Rail Association. They were brought to Ottawa by the NCC for the Mississippi Express which will run every Sunday during the summer.

The engine, built in 1912, was used in the Algoma District until until 1959, then transferred to Ontario District, based in Owen Sound. It was manned by a crew of five. The cars are the type used by Ontario railways during the 1930s not very different on the inside from ones used today. The NCC had hoped to use the historic locomotive owned by the National Museum of Science and Technology for the weekly excursions, but on inspection. It was found, to be not up to the trip.

It has been sent to rail association headquarters in Toronto to be repaired, and may not be on the tracks again until after Sept. 1.

Next summer, this NCC is planning to operate two routes for the steam trains the Mississippi Express and one to Wakefield, Que., provided public response is good. Mr. Basford says he was surprised to see the number of persons who came just to take pictures and record the sound of Sunday's train. "This just shows how popular steam engines are," he said.

The passengers certainly enjoyed the ride. Many bought souvenir postcards and engineer's hats available in one of the cars.

NCC spokesmen said, sales of tickets which cost \$5 for adults, \$3 for children, or \$15 for families, will help cover the costs of the trip

But the train will run at a loss this summer. Officials would only say this is an "undisclosed sum."

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 beopen 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.