

Local Railway Items from Ottawa Papers 1975

Tuesday 07/01/1975 Ottawa Citizen Waltham

Aylmer-Ottawa commuter train sought.

Federal and provincial support for an Aylmer-Ottawa commuter train to run along an unused track between Aylmer and Prescott (sic) Street in Ottawa. Letters were being sent Monday to Hull MP Gaston Isabelle and Gatineau MLA Michel Gratton requesting a meeting on the scheme proposed by the New Lucerne Citizens Association.

The plan, formulated by Aylmer resident and federal transport employee David Olsen, was approved at the first meeting of the citizens association Sunday.

It is part of a three-pronged attack on long-standing transit problems which are being aggravated by rapid development west of Hull.

The association is also demanding better roads and improved mass transit.

A similar move to reactivate the rail line was abandoned by an Aylmer citizens group almost two years ago.

Mr. Olsen, a communications systems officer, said the plan is feasible.

He had already contacted CP Rail and said the coaches are available.

The association is waiting to find out how much the venture would cost.

The citizens are prepared to underwrite the cost of the train on a three-month trial basis if subsidies can be found.

"We'll take money from anybody," said Mr. Olsen.

Tuesday 08/04/1975 Ottawa Citizen Alexandria

Faster turbo to Montreal

Improved train service between Ottawa and Montreal, including a faster Turbo train, are expected to be announced by Canadian National Railways Thursday.

CN officials are meeting in Montreal this week to finalize the CN summer schedule which goes into effect May 1.

Reports indicate CN is considering adding a second, faster Turbo run between Montreal and Ottawa.

CN introduced one Turbo round-trip a day last August but the train had to make the 115-mile run in the same time as regular trains to fit into existing

Friday 11/04/1975 Ottawa Citizen Alexandria

Ottawa-Montreal run

Two Turbo trips at 90 m.p.h

Train service between Ottawa and Montreal will be 21 minutes faster starting April 27.

Canadian National Railway officials Thursday confirmed earlier reports that a second, faster Turbo service will be added to the Ottawa-Montreal line, and announced that the existing Turbo service will also be speeded up.

The same Turbo trains will make both return trips, reaching speeds of 90 miles per hour on the 115-mile trip.

The first Turbo service on the line was instituted last summer, but has not been used at top speed because of scheduling problems.

The trip will take one hour and 49 minutes, and will include as top at Dorval.

There will be no increase in fares for the faster service.

CN officials also held out the promise of even faster service in the future. If the tracks are substantially upgraded the train may be able to reach speeds of 120 miles per hour.

Friday 27/06/1975 Ottawa Citizen Chalk River Cobden

With picture.

COBDEN (Staff) The prize CPR passenger train The Canadian, eastbound and carrying 150 passengers, was derailed Thursday after shearing a tanker truck in half.

The collision occurred about 5 p.m. at a level crossing on Highway 17, about three miles east of here.

The rear portion of the truck, carrying asphalt, was impaled on the front engine and carried at least a quarter mile down the tracks.

There were no injuries among passengers and crew, who were bussed to Ottawa. The truck driver, whose name was not released by police, emerged with only a bloodied nose.

Asphalt from the truck was splattered over The Canadian and one of the passenger cars stopped precariously perched on a small bridge.

The derailed train tore up about 100 yards of track. Three cars slid off the roadbed and almost onto their sides in a ditch.

Rail ties were ripped into unrecognizable splinters and the sticky asphalt covered a 40-square-yard area around the impact site.

CPR officials said the lights and warning bell at the crossing were working at the time of the accident. "He tried to swing with us," commented an unidentified crew member. "He didn't make it."

Most were passengers were destined for Montreal. The truck was northbound, travelling from Montreal to Pembroke.

The dazed truck driver was discovered partly covered with asphalt sitting on a ripped up rail tie by William McMillan of Vernon, one of the first persons at the scene.

Mr. McMillan asked the driver if he was all right and the man mumbled, "Yes."

A police spokesman said charges may be laid.

BELOW the HILL

"How deadheading ended a career: by Dave Brown

'At first, there didn't seem to be anything unusual about the small train heading north towards the Prince of Wales Bridge at 10:35 a.m. Sunday.

'I was riding my bike along the Ottawa River Parkway and daydreaming when the feeling that something was out of place hit me. It took a while to sink in. First the sound -- steam. Then the sight.

'That train didn't belong there.

'It was engine 1057, gurgling along contentedly and pulling a short string of old passenger cars, off on its first excursion of the summer to Wakefield.

'Being from a railroad family (both grandfathers and my father were CPR trainmen), I have in the past watched so many similar trains and engines from a bicycle that time has lost its meaning. That's why it had been difficult focus in on what was wrong with the scene around me.

'I stopped on the overpass and in the sounds and smells of steam, easily slipped back 25 years and remembered how my railroading career was cut short at age 12.

'Start of a lesson

'I had informed my father that I wasn't too interested in long-range education planning because I was going to be an engine driver just like him. He tried to talk me out of it, but nothing seemed more fun.

'So he taught me out of it.

'A few days later, he asked me if I wanted to be his fireman on a deadhead run to Markstay, near Sudbury.

'It was a warm summer night and darkness had fallen when we approached the roundhouse to pick up our engine. We walked past many big and modern engines of the day. There were coke-burners (?) and oil feeders (?) and they all seemed as streamlined then as a rocket ship today. (my question marks)

'In the locker-room in the roundhouse, I was introduced to the fireman, who thought it a good idea that he would be getting the night off. Then the suspense ended and we went out to meet our engine.

'Biggest let-down

'It was a small and tired old hand-bomber. It looked much like 1057. It was embarrassing. We chugged out backwards through those gleaming modern engines.

'Getting to Markstay didn't take much shovelling. Then we had to wait for the incoming train.

'About three hours later, we were hooked to the front of the freight train and running at the hill. The other engine was a big coke- burner (?) and I felt a bit like a dog trying to help pull a horse.

'The fireman had killed time in a nearby tavern and was sleeping on the jump-seat in front of the fireman's seat, propped up on one side by the wooden wall of the engine, and on the other by the rounded wall of the boiler. The piercing whine of a pump sending water to the boiler was constant.

Sudden change

'On the engineer's seat now was an engineer, not a father. And he was screaming for more steam and that meant more shovelling. The whole front of the firebox was glowing red. The noise was painful, and so was the heat. The clam-like doors over the firebox couldn't be left open because of the blast-furnace heat that they let out, so every shovel thrown in meant stepping on a treadle, and the clank and hiss of the doors added to the noise.

'The engineer kept screaming. The little engine seemed to be rocketing and standing was difficult. I was afraid of falling against the red-hot firebox.

'The frequent trips into that firebox soon had the end of the shovel red-hot.

'The run back became a blur of heat, sweat, head-hurting noise and back-breaking work,. Coal dust got into my eyes and gritted in my teeth,. I couldn't stop or the gauges in front of me started to drop. I think I cried.

'Next day, my father was up and off on another run before I was out of bed. I left him a note saying that I would like to attend the school that he wanted me to enrol in. It was my resignation from railroading.

Parting shot

Watching 1057 chug its way up into the Gatineau Hill Sunday, there was a strong feeling that I had made a mistake. I wished that I was driving it.

Monday 25/08/1975 Ottawa Citizen Maniwaki

Vandal-free journey for all aboard

No vandalism was reported Sunday during the National Capital Commission's steam train excursion to Wakefield.

Vandals had plagued two trips last week.

Last Wednesday, someone threw garbage at one of the train's window, breaking the glass and injuring one person. Last Sunday, the train was delayed two hours because uphill tracks had been greased, forcing the crew to divide the cars and make two trips.

Chief crewman Duncan duFresnes (sic) said Sunday that there were no problems during the trip

CP Rail security personnel and police were along the route, but no security men rode the train.

The steam train is to make two more excursions to Wakefield and one to Carleton Place this summer.

Thursday 28/08/1975 Ottawa Citizen Waltham

Rail Rejection Called Insult

Lucerne - Carp - Ottawa commuter proposal.

<http://news.google.ca/newspapers?id=palyAAAIBAJ&sjid=ku0FAAAAIBAJ&pg=1911,4683923&dq=train++railway++railroad++cpr++cpr++trained++train-to++trainer+-will-train&hl=en>

1975 24/09/1975 Eganville Leader Renfrew Barrys Bay water

Group Formed To Save Bay Tank

Following the announcement last week that the village of Barry's Bay had called tenders for the demolition of the old water tank located along the C.N.R. railway, a group of interested and concerned citizens have organized and are taking a petition to have the tank saved and repaired.

The group consists of interested citizens from Barry's Bay and area, as well as M.V.D.H.S. history teachers and students. They reel the huge tank has a lot of historical value, and its presence ties in with the history of the area.

Thursday 25/09/1975 Ottawa Citizen Alexandria

Turbo fire may force cut on Ottawa-Montreal run

<http://news.google.ca/newspapers?id=KMkyAAAIBAJ&sjid=n-0FAAAAIBAJ&pg=4579,4356268&dq=train++railway++railroad++cpr++cpr++trained++train-to++trainer+-will-train&hl=en>

Friday 03/10/1975 Ottawa Citizen Kingston (CN) Cornwall

CN invites proposals for development of land Cornwall, Ontario

Canadian national Railway Company invites proposals to lease (50 years) or Purchase its former station grounds in downtown Cornwall, Ontario being two separate parcels ---

08/10/1975 Eganville Leader Renfrew Barrys Bay water

Bay Water Tower Saved From Demolition

The old CN water tower in Barry's Bay has been given a reprieve by Barry's Bay village council. A delegation representing the Committee To Save The Water Tower attended the village council meeting Monday night and convinced council not to destroy the historic landmark, which is scheduled to be demolished. Accompanying the delegation was a petition containing 600 names of people who were against it.

"It's fantastic. We are all pleased," said Mrs. John Hildebrandt, spokesman for the group. "We won."