

Local Railway Items from Area Papers - 1975

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.

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 schedules.

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.

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 bused 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.

28/07/1975 *Ottawa Journal*

Maniwaki

Out of puff

Old 1057 just ain't what she used to be

By DAN KARON Outaouais Staff. It wasn't only the engine of the excursion train to Wakefield that was letting out steam on Sunday.

Many of the excursion's 300 passengers were also fuming as the normal six-hour trip was extended by two hours due to a "combination of circumstances."

"It would have been a good day to stay in bed," summed up one official of the joint Na- Na-tional Capital Commission and Museum of Science and Technology project.

First the train did not leave the museum train station at 10 a.m. as scheduled due to a "minor steam leak." When it was finally repaired it was 11 a.m.

By this time the rain was coming down and when the engine 1057 with its five passenger cars came to the "Mile Hill" just south of Chelsea it couldn't make it up the hill, the tracks were too slippery.

At the bottom of the hill, two passenger cars were uncoupled and the engine managed to pull the three other cars up the hill to a siding.

But by the time the 1057 engine was ready to pull the two other cars up the hill, it had almost run out of water and the West Hull fire department was called in to the rescue.

Finally by 2 p.m. the train excursion was once again on its way to Wakefield, which is the usual time for leaving Wakefield. .

Due to the delay in arriving in Wakefield and the wet weather, the stay was cut short and shortly after 6 p.m. the excursion trip arrived back at the museum.

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.

Retort to study

Rail rejection called 'insult'

By Sheila Copps Citizen staff writer

An Ottawa-Carleton transportation study rejecting the proposed Lucerne-Carp-Ottawa commuter rail service is a "calculated insult" to people on the Quebec side of the river. Lucerne transport commission spokesman David Olsen said today. '

Who do these guys think they are, stating there's no way to serve Aylmer by train? Are they running transportation in Quebec now too?" he asked, seething over the report released Wednesday to Ottawa board of control.

He said the report, prepared by regional planning commissioner John Wright and transportation commissioner Michael Sheflin, went far beyond its bounds in rejecting the proposed commuter service.

"The request for such a service is not even being made to them. They're just supposed to determine how it fits into urban planning concepts."

Board of control requested the regional report after meeting with Nepean and Lucerne transportation commissions about the rail concept earlier this year.

Mr. Olsen said the request stipulated that Lucerne and Nepean, as originators of the plan, be invited to contribute to the study.

"They didn't even have the courtesy to send us a copy of the report."

Mr. Olsen, who is trying to get a copy, said the outright rejection by Ottawa-Carleton showed the report was a reflection of "personal philosophies" by the researchers.

"They don't want trains, period. The study was slanted to show all the reasons why it can't be done."

He also said that Mr Sheflin agreed at a public meeting three months ago that trains might be the only solution to commuter problems on the Quebec side.

The report's contention that improved buses were the answer was a "stab in the back", he said.

"I challenge Mr. Sheflin to show me how to solve the busing problem when all three bridges are locked solid with traffic, including buses," he said.

The commissioners' claim that track upgrading would be too expensive went "far beyond their mandate," he said.

"The track upgrading would be funded by the federal government. Their report should not have said whether the project would go or not go."

A possible \$15-million federal grant to set up the service depends on approval of the scheme by regional and provincial governments.

Mr. Olsen said Ottawa-Carleton's rejection would not kill the project.

All groups plan to go ahead with a meeting with the National Capital Commission to discuss the project next month

24/09/1975 *Ottawa Journal*

Kingston (CN)

Riviere Beaudette

About 170 passengers and crew were evacuated to safety at Riviere Beaudette Tuesday when fire broke out in an engine unit of a nine-car nine-car nine-car CNR , turbo-train turbo-train turbo-train flee blazing Turbo bound from Toronto to Montreal. Montreal. Riviere Beaudette is at the Quebec-Ontario border, between between Montreal and Cornwall. It took firemen two hours to control the fire which melted the metal of the aluminum and steel train. The engine unit, a bar lounge and the first passenger car of the high-speed high-speed high-speed train were extensively damaged. A CNR spokesman said it would take several weeks repair the damage and turbo-train service between the two cities, which is one hour faster than CNR's conventional conventional diesel trains, would cut back.

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.

25/09/1975 *Ottawa Citizen*

Alexandria

Turbo service cuts possible

Canadian National Railways may be forced to reduce train servlw between Ottawa and Montreal because of a fire Tuesday night that heavily damaged one of its three high-speed Turbo trains.

A CN spokesman said the Turbo currently used on the Ottawa Montreal run will replace the damaged train on the Montreal-Toronto service. A coventional train will be placed on the Montreal Ottawa run..

But he said serious equiprment shortage will not permit that anagement to continue indefinitely and may eventually require a reduction in train service between Ottawa and Montreal.

The railway will also be forced to withdraw lthe remaining two Turbos on the Montreal-Toronro run from time to time for servicing, he said.

The high-speed train, on lease from Pratt and Whitney of Canada Ltd., burst into flames at Riviere Baudette, 30 miles south west of Montreal. The fire broke out in the trains engine the top part of which serves as a first class club car.

25/09/1975 *Ottawa Journal*

Alexandria

Ottawa-Montreal Turbo run axed

CN is taking away the Ottawa to Montreal Turbo train and will use it instead between between Montreal and Toronto.

The Turbo train used on the Montreal to Toronto run was pulled out of service after it was heavily damaged by fire Tuesday.

The fire may force the railway to reduce its passenger service, a company spokesman spokesman said Wednesday. A conventional conventional diesel train will be placed on the Montreal-Ottawa run.

But he said serious equipment equipment shortages will not permit this arrangement to continue indefinitely and may eventually require a reduction in train service between Ottawa and Montreal.

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The high-speed train, on lease from Pratt and Whitney of Canada, Ltd., burst into flames at Riviere Beaudette, 30 miles southwest of Montreal. The fire broke out in the train's engine, the top part of which serves as a bar.

The engine and the first car were heavily damaged but all 170 passengers aboard escaped escaped unharmed.

Cost of repairing the train is estimated at more than \$500,000 and will take a minimum of six months.

CN has already announced it will reduce its passenger car fleet by 10 per cent next year because of the equipment's equipment's age.

CN system vice-president of marketing R. R. Latimer said in a statement Wednesday the crown corporation will have to await announcement of the federal government's current transport policy review to determine whether the equipment will be replaced. '

"The serious equipment problem created by the forced withdrawal of this one train underlies the crucial need for the government to conclude its transport policy review so that our passenger fleet can be modernized and added to," said Mr. Latimer.

25/09/1975 Ottawa Citizen Alexandria

Turbo fire may force cut on Ottawa-Montreal run

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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 Barry's 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."

05/12/1975 Ottawa Journal Alexandria

Turbo service to be restored

MONTREAL (UPI) - CN Rail announced Thursday a Turbo engine damaged by fire Sept. 23 would be rebuilt, restoring service between Montreal and Ottawa by April. The fire forced elimination of the Montreal-Ottawa service with CN's remaining two Turbo trains maintaining passenger service between Toronto and Montreal.