

Local Railway Items from Ottawa Papers - 1977

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Montreal and Ottawa

This is in the Upper Canada Railway Society's magazine called 'Rail and Transit', the January-February 1977 issue, on page 13, and it was entitled: '10 years ago'.

CN's "WRONG WAY CORRIGAN" TRIES OUT CPR

Faces were red in Ottawa on February 5th, 1967, when CN's Montreal-Ottawa Sunday-only train #133 found itself on CP tracks heading away from the capital. As No. 133 approached Ottawa, it swung into a wye connecting CN's Alexandria Sub with CP's M&O Sub., preparatory to backing into the new terminal; the train would thus be headed correctly for the return move to Montreal that afternoon.

However, the spare engineer, reportedly confused by this procedure (it must be remembered that many alterations have taken place in Ottawa terminal trackage over the past year), failed to stop for the reverse move and carried on over the CP line. CP's dispatcher had the errant train stopped at Navan, ten miles east of Ottawa. There were no CP trains running on the M&O Sub. at the time. The incident is under investigation.

Tuesday 11/10/1977 Ottawa Citizen Winchester Monkland

Heat detectors could have averted crash. (with aerial photo)

Heat detectors to be installed next month might have prevented Saturday's 43-car derailment near Cornwall, Canadian Pacific officials said Monday.

A CP spokesman said a broken axle on one of the freight train's 111 boxcars was responsible for Saturday's pile-up on the Montreal-Toronto main line at Monkland.

Three hundred feet of track were 'torn up' as boxcars crashed into each other and one was thrown in the air. All but 18 of the cars were empty and no one was injured.

An official at the scene who examined the axle said it apparently broke after overheating.

"The roller bearings run hot at times and they sometimes break."

"We're installing six new hot-box detectors between Montreal and Smiths Falls," said the official, who asked not to be named. The sensing devices would definitely detect an overheating axle, he said.

Last November, 22 cars of a 44-car Toronto-bound CP freight train went off the tracks in the same area. No one was injured.

Gordon Lark, CP's chief train dispatcher in Smiths Falls, said Monday that CP decided last spring to install the detectors.

"But they had to order parts from the United States, so they won't be operational until about November," he said.

The derailment, shortly after 10 a.m. Saturday, left dozens of boxcars strewn on either side of the east and westbound tracks about 300 feet north of Monkland, a village of 150. It's 65 kilometres southeast of Ottawa, just above Cornwall.

CP Rail said freight cars littered across Highway 43 were cleared with bulldozers and cranes by work crews sent from Montreal and Toronto.

The highway was reopened by early afternoon.

Service was restored, but running slowly, on the eastward line early Monday morning. CP predicted the westward line would be usable by the end of today.

Of the 43 cars involved in the pileup, three were carrying powdered milk and one contained charcoal briquets, CP said. The rest were empty wheat boxcars.

Monkland resident Gudrun Sporring told a reporter she was at her front door checking the thermometer when she saw the train passing.

"All of a sudden I heard a grinding crash and one of the cars rose in the air and settled on top of the others. It looked just like a pile of matchboxes."

Another resident, Melvin Massis, was watching TV when his house started shaking.

"I looked out and I saw the front axle of the wheels on the car coming off," he recalled.

"The cars all started piling up, one on top of the other. One of them went up about 30 feet. It just seemed as if someone was lifting it up slowly."

The cost of the derailment will not be known for "a week to 10 days," said the CP spokesman.

An investigation of the accident will be conducted by safety officials from CP and the Canadian Transport Commission.

A trip to remember

Christopher Cobb

Hundreds brave rain for glimpse of Royal Train.

For slightly more than an hour Sunday afternoon, the Royal train steamed steadily from the old Ottawa West railway station on Scott Street until it reached the rustic elegance of Wakefield - a small picturesque village along the banks of the Gatineau River.

There was a short delay enroute to allow the Queen time to receive a small bouquet of flowers from Jan Yantha, a 10-year-old boy from Hull. Jan said he had grown the flowers in his garden and the Queen looked both delighted and surprised at the gift.

Locomotive number 1201, proudly bearing the Royal crest, puffed slowly across the Prince of Wales bridge and picked up speed as it steamed into Quebec. The old engine was "officially retired" in 1959 after logging a million track miles. She can still reach speeds of 90 miles an hour on a good day and a good track, but Sunday neither were available.

Despite the drizzle, hundreds of people turned out to watch the Royal couple pass by. Spectators thronged along the tracks, waving flags and hands as they watched intently for a glimpse of the Queen and Prince Philip.

One group had poured champagne and were holding up their glasses to toast the Royal presence. Another gathering had decorated their raft with a huge Union Jack and were giving an enthusiastic welcome as they floated on the Gatineau River.

Three members of the Bytown Railway Association - Bob Millican, Duncan du Fresne and Colin Churcher - were on board. The trio had worked all weekend to get the train into tip-top condition for the journey.

The Queen, Prince Philip and other dignitaries occupied the last two carriages. The Queen's parents rode in them nearly 40 years ago" when they visited Canada, and the Queen herself may have remembered the green upholstery in the train's royal salon from 1951 when she came here as a Princess.

Everyone on a Royal train gets a wave from spectators, and few could resist the temptation to wave back at the crowds along the track.

The journey was relatively smooth but the engine had to puff extra hard as it pulled its five

carriages up the notorious Mile Hill at Chelsea. Nobody really noticed but, according to the resident railway association experts, the wheels slipped several times on the greasy tracks. .

"See that tree up there?" asked one. "Well, when we get past that we can relax. That's where the hill ends and from there it's dead easy."

Rain-sodden Quebec Provincial Policemen - 200 of them - were stationed intermittently along the route as a security precaution, but they had little to do except watch, like everyone else.

The crowds got larger as the train reached Wakefield and at the roundabout just beyond the station about 2,000 cheering people watched it pull in.

Scouts, guides, cubs, brownies and local Legion members waited as the Queen walked the length of the train to thank 57-year-old engineer Ab Sabourin, CP's senior Ottawa area engineer, and his fireman Rudi Lamothe.

"It was a trip to remember," said the veteran engineer. "She asked me about the engine and a few other things. But apart from that, it was just like any other trip."

After a short walk-about when they waved to the crowd and spoke briefly to a couple of Legion members, the Queen and Prince Philip drove through the village and on to Harrington Lake for lunch with the provincial premiers.

The Royal train meanwhile was taken back to Ottawa to be housed in the Museum of Science and Technology until next summer when it goes back into service for Ottawa-Wakefield novelty rides. The Royal cars, however, will be out of circulation until they are called upon again.

And that, as many of Sunday's passengers sadly noted, 'could be a lone way down the track.

Monday 17/10/1977 Ottawa Citizen Maniwaki Wakefield

Royal Handshake. Following arrival of the Royal Train at Wakefield, Que., during the recent Jubilee visit, the Queen is shown bidding farewell to fireman Rudi Lamothe while engineman Albert Sabourin looks on with Prince Phillip and La Peche mayor Cleo Fournier and Mrs. Fournier. These two CP Rail employees, along with conductor Donald E. Gaw; trainmen S.F. Palmer and P.A. Robinson operated the train from Ottawa to Wakefield on behalf of the National Museum of Science and technology. Engine 1201, an oil-fired steam locomotive, built by Canadian pacific in 1944 at Angus Shops was decorated with the royal crest for this historic journey.

07/12/1977 Eganville Leader Renfrew Eganville

CN Closing Local Station

The Canadian National (CN) Railway station in Eganville is closing at the end of this year in the name of more efficient service, according to a CN spokesman in Ottawa.

The man who did not wish to be identified, said the station was not closing as such, but rather the service was being extended to areas which do not currently receive a pick-up and delivery service from CN.

He said current service was "very restricted" in that it only provided for the pick-up and delivery within the limits of the Corporation of Eganville. The new service covers any point on or south of Hwy. 17 in Ontario.