

Local Railway Items from Area Papers - 1980

13/02/1980 Eganville Leader Eganville

CP Line Abandoned Rail Service To Douglas To End

The 9.5 mile stretch of Canadian Pacific Rail Line between Payne and Douglas will be closing in the near future - for the second time.

The Payne to Douglas stretch was part of the Eganville subdivision line. The tracks from Douglas to Eganville were lifted in 1971.

Canadian Pacific attempted to close the line to Douglas in 1976, however, the Railway Transport Committee ordered the company to keep it open. Although the committee had determined at that time that the operation of the line was uneconomical and that it would likely continue to be uneconomical, the committee said the line would not be abandoned..

10/03/1980 Ottawa Journal Kingston (CN) Prescott

Train derailed Near Prescott

PRESCOTT (Special) - Traffic on Via Rail's main line between Toronto and Montreal was disrupted during the weekend when a 97-car freight train was derailed 12 kilometres east of here. No injuries were reported among the six-man crew.

Traffic slowed

The derailment forced CN officials to restrict traffic to one set of rails but full service is expected to be available by noon today. The train carried no hazardous materials. The accident occurred Saturday afternoon on a straight stretch of track. The cause has not yet been determined.

Track torn up

Twelve cars of the westbound train left the rails. Six contained paper products, the seventh had a cargo of iron ingots and five were empty.

Wrecking crews removed the damaged cars yesterday afternoon and section hands began the job of re-laying 600 feet of track torn up by the mishap.

The train carried a mixed cargo from Montreal bound for Toronto.

09/06/1980 Ottawa Journal Kingston (CN) Cornwall

CORNWALL (Special) Passenger and freight traffic on the Canadian National main rail line is reported back to normal this morning following a derailment here that played havoc with weekend rail traffic from Montreal to Toronto.

Early Saturday morning, 15 cars including a tanker carrying highly-flammable butane gas derailed one kilometre east of here. The 93-car freight train was westbound from Montreal to Toronto.

Cause of the derailment was not immediately known and there is no estimate of damage. No one was injured in the mishap.

CN maintenance crews from Montreal and Belleville worked throughout the night relaying about 500 metres of track, clearing debris and righting the cars, a spokesman said.

Of the 93 cars on the freight, 61 were loaded and of the 15 that derailed 11 were loaded. Their cargo, consisting of tissue paper, fibre board and wood pulp was strewn around the track to a distance of 300 metres.

The only danger was located in one car that contained highly-flammable butane gas that derailed but since it remained upright and was not ruptured officials on the scene said there was no danger. However, officials from the ministry of the environment were called to the scene as a precaution.

09/06/1980 Ottawa Citizen Kingston (CN) Cornwall

With picture

Work crews rushed to the outskirts of Cornwall over the weekend to begin cleaning up the wreckage from an early Saturday-morning (7 June) freight train derailment that saw 15 cars jump the track and spill their contents of paper towels, diapers and huge rolls of paper. A tank car with thousand litres of butane also left the track but was not damaged. Canadian National work crews replaced about 100 metres of track, and cleanup efforts are continuing today. Officials have not yet determined the cause of the derailment.

27/08/1980 Prescott Journal Prescott Prescott

Out of the past - 1940 a Big year for Coal Traffic in Prescott.

An unprecedented volume of slack coal was reported to have passed through the CPR Prescott yards in the summer of 1940. During that year's navigation season, at least 1000 tons of coal per day were off-loaded at the fort town" by the Valley Camp, Coal Haven and Collier, with the freighters making at least three trips per week to the port during July and August.

The boom in coal accounted for a significant rise in employment at the CPR coal yards with crews of 20 to 30 men being required to handle the off-loading as well as at least 4 coal trains per day being run from the town.