

# Local Railway Items from Area Papers - 1980

*10/01/1980 Ottawa Journal Brockville Brockville*

The city has reached an agreement with Marathon Realty Ltd. to purchase 3.9 acres of waterfront land which would be included in the proposed project. The price is a token \$1 but the city must take responsibility for the upkeep of the 119-year-old railway tunnel which connects the waterfront with the main railway line to the north. Officials feel the tunnel could become a tourist attraction. It was the first railway tunnel built in Canada, completed in 1860, running under the hill on which city hall now sits.

The proposals have been turned over to city executive officers to develop, cost estimates.

*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.

By Doug Gloin JOURNAL REPORTER

A wilderness canoe trip to Algonquin Park ended in tragedy yesterday for 10 Ottawa armed forces members when one of the party was killed after being trapped on a narrow railway trestle by an oncoming train.

Two of the victim's companions were critically injured when they fell from the trestle into a rock-strewn river 50 feet below in a vain attempt to rescue the 24-year-old female armed forces member.

On social trip

Department of National Defence spokesman Capt. Dick Adams said the three victims were part of a group of 10 armed forces personnel on a week-long social canoe trip through the park. They were due to return from the trip this Saturday.

"It's certainly a real tragedy for them," Adams said yesterday.

Pembroke OPP said the victim was carrying camping equipment across the narrow trestle spanning the Petawawa River near Traverse Lake just before 9 a.m. when she was trapped by an westbound freight train travelling through the park.

Police said the woman had travelled too far onto the trestle before seeing the oncoming train and was unable to reach safety in time.

The train struck the woman, throwing her from the bridge into the water below, killing her instantly.

Forced to jump

Two male companions were unsuccessful in trying to reach their trapped companion, and were forced to jump into the rapids below, narrowly avoiding being hit by the train as well.

Two other canoeists in the group made their way to a road and managed to flag down a passing truck and summon help for the injured victims.

Pembroke OPP, military police and rescue crews used old logging roads to reach the two men lying on the rocks below the bridge within two hours of the mishap.

"That bridge is used by canoe trippers all the time to portage the river in spite of signs warning them of the danger," a police spokesman said. "It's more convenient and faster for them, I guess."

The trestle short-cut cuts about a half-kilometre from the distance required to portage the swift-flowing section of the river, which winds through the seldom-travelled northwest corner of the park.

The freight train had left the park's Traverse Lake railway station about three kilometres east of the bridge just minutes before the tragedy occurred.

The names of the victims were withheld pending notification of next of kin.

Back in Ottawa

Police said the remaining seven uninjured but shaken members of the group returned to Ottawa yesterday afternoon.

The two injured males were rushed to hospital at CFB Petawawa, about 160 kilometres from the tragedy, before they were transferred to the Department of National Defence Medical Centre in Ottawa last night.

DND officials said the two victims are listed in critical condition with internal injuries and lacerations suffered in the fall.

19/08/1980 *Ottawa Journal**Beachburg*

Three men injured in scaffold collapse

PEMBROKE (Staff) Three men were taken to the Pembroke General Hospital today when the scaffold they were working on broke, and they plunged about 80 feet into the Muskrat River.

The accident occurred about 1:30 p.m. when a work crew from the Quebec area employed by Canadian National Railways cross-braces on the was replacing railway trestle near the Industrial Road.

They were taken by ambulance to the hospital and it is believed they have multiple injuries to their backs and ribs.

Pembroke OPP have not yet released the workers' names.

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.