

Local Railway Items from Area Papers - 1990

04/01/1990 Ottawa Citizen Smiths Falls

Collision with train Joyce Schock of Nepean escaped injury Wednesday night when a passenger train destroyed her stalled station wagon just seconds after she bailed out. Police estimate damage the crossing at about \$5,000.

15/01/1990 Ottawa Citizen Chalk River Pembroke

VIA: Tragedy on the last trip.

Death of pair in truck-train crash mars already bittersweet journey.

VIA Rail's transcontinental train The Canadian met tragedy Sunday five hours after it left Montreal on its final journey. Two people died when a truck collided with the train at a level crossing near Pembroke.

The driver, Richard Moores, 23 of Petawawa Township, and his passenger, Jennifer Hill, 19 of Pembroke, died at a level crossing marked with flashing lights. The Canadian had just left Pembroke station.

The accident cast a heavy shadow over an already bitter-sweet journey.

The Canadian route, famous for its exceptional scenery, is a victim of the sweeping federal cuts to VIA Rail that came into effect today and will see the crown corporation's weekly service slashed by more than half.

Seventeen of VIA's 38 routes finished Sunday. And more than 2,700 employees - about 38 per cent of VIA's workforce of 7,800 - are out of work.

Conductor Don Green and the other three members of the VIA crew boarded the train in Ottawa for the final run of their careers.

All were headed towards early retirement once they got the train to North Bay.

Ottawa resident, Lorne Blackburn was the engineer driving the train at the time of the accident.

"Its horrible," conductor Don Green said.

A railroader with 34 years experience, Green was shaken by the crash.

"It's quite a way to end it all. I haven't seen something like this in 15 or 20 years."

Hill and Moores were on their way to Moores' house for Sunday dinner with his family. Hill was a grade 12 student and a "friendly and outgoing girl," her father Jack said.

Pembroke OPP are investigating the accident.

Groups protesting the VIA cuts saw the train off in Montreal and gathered at stations along its route.

At stops in Alexandria, Ottawa and Pembroke they carried signs criticizing the federal government for the cuts.

The lobby group, Transport 2000 helped organize the protests and had loaded a coffin draped in black in the baggage car.

Most passengers were either tourists or rail buffs, sympathetic to the protesters' cause.

By the time the train left a group of demonstrators at Pembroke station about 3 p.m. the mood on board resembled an Irish wake. Many spoke of the romance of the railway as they toasted the passing of The Canadian.

Then the train lurched violently as engineers applied the brakes.

Within a minute the train had ground to a halt. The passenger cars were silent.

Ontario Provincial Police Const. Don Boire said the lights and warning signals at the crossing were operating at the time of the crash.

"They must have been talking or something because they didn't seem to notice the train," Boire said.

Word of the accident spread slowly.

But Marilyn Masterson moved fast. The 36-year old nurse from Maine had come to Canada to make the trip of a lifetime.

Along with several reporters she jumped into hip-deep snow and ran up to the crumpled truck.

"It was just too late."

The train stood 90 minutes while police, ambulance and fire officials removed the bodies.

Guy Chartrand, president of Transport 2000 Quebec branch, was grim.

The coffin used a prop for the mob of cameras now seemed inappropriate.

"This is horrible," Chartrand said. "It's already a very sad day and this makes it worse."

A train lover, Harris is making the trip for sentimental reasons.

"It's a poor analogy now, but it's like going to a funeral."

15/01/1990 Ottawa Citizen Alexandria Ottawa

Requiem for a lost Canadian.

Heartbroken supporters say farewell.

With a mournful blast of its whistle. The Canadian pulled out of Ottawa for the last time Sunday as about 300 protesters bade farewell to a victim of the VIA cuts.

More

In another part:

Parting no sorrow for Jim and Lenny.

Aboard the Canadian Jim Barney and Lenny Austin turned a page of Canadian history Sunday, and in so doing, they closed their own careers.

The two men had the privilege of being the locomotive engineers who drove the Canadian out of Montreal Sunday for the first leg of the transcontinental journey.

More, including description of a ride in the cab.

The Canadian In Fatal Collision

The very last trip of VIA Rail's transcontinental train - The Canadian - was marred by a tragedy of a double fatality at a level crossing in Petawawa Township on Sunday afternoon.

Richard Moores, 23, of 4 Biesenthal Road, and Jennifer Hill, 17, of 225 Esther Street in Pembroke, were killed instantly when the 1986 Toyota half-ton truck he was driving was broadsided by the westbound travelling train.

The accident occurred at about 2:55 p.m. at a crossing on the Biesenthal Road, clearly marked with flashing lights, about 28 meters south of County Road 17.

Mr. Moores lived just two houses past the crossing.

The engineer on the Canadian, which was travelling at about 120 kilometres per hour, was Lome Blackburn, 58, of Richmond.

Final Canadian Stops In Pembroke

They came to bid farewell to a way of life.

About 100 people waited in the cold outside Pembroke's train station on Sunday afternoon for a last taste of history as the Canadian pulled into and out of the station for the very last time.

The last official passenger to board the train from Pembroke's station was Toddene Knoll, of Calgary.

She was returning home after a year during which she worked as a guest at Madonna House in Combermere.

She was accompanied by Father Rick Starks, who had promised her that there would be a great crowd at the station waiting to send her off.

She couldn't believe the crowd, nor could she believe she would become a part of the history that has given Canada intercontinental rail service for the past 104 years.

Among those waiting on the platform was Pembroke Mayor Terry McCann.

He recalled his early days in Eganville when, as a child, he would run to the rail tracks, place his ear to the rail, and try to hear an approaching train.

But his visit to the train station Sunday didn't have the element of fun it had held for him as a child.

He, too, came to mourn the passing of what had once been a national dream.

"I'm sorry that younger families won't have the opportunities to travel across the country on this train," said Mayor McCann. "My wife and I and our family had that opportunity and it was a wonderful experience. Everyone here is saddened with this news. When you see our national institutions, such as this train, being dismantled you've got a right to come here and shed a tear."

19/01/1990 Ottawa Citizen

Carleton Place

Carleton Place

CP derails town's hope of setting up commuter line

Hopes of establishing a commuter train between Carleton Place and Nepean were derailed Thursday when CP Rail began lifting sections of the abandoned route. CP spokesman John Cox said sections at each end of the line that runs between Carleton Place and Bells Corners were being dismantled and lifted.

The action came just three days after the last VIA Rail passenger train passed through.

Cox said the rest of the job will be contracted out as soon as tenders are chosen.

The National Transportation Agency granted CP's application for abandonment because the route was "uneconomic," Cox said.

"It's not generating enough traffic to cover its own costs," he said.

Ottawa-Carleton is negotiating with CP to buy the corridor for future transportation or utility purposes. But planning commissioner Nick Tunnacliffe said the region has no interest in buying the actual rails since it has no short-term plans for the corridor.

Gary Rice, a long-time advocate of a commuter rail service, said the tracks being torn up were in "excellent condition."

Rice helped draft a proposal endorsed by officials in Carleton Place, Smiths Falls, Almonte and other communities stressing the benefits of a commuter rail service.

The proposal is being examined by the Ontario Ministry of Transportation.

The report asked the ministry to conduct a feasibility study of the commuter rail service.

Rice believed the province would inform Carleton Place whether the study would be conducted before CP decided to lift the line.

But Cox said all levels of government had the chance to intervene and did not.

Rice said highways from Carleton Place to Ottawa are overcrowded, resulting in an increased number of accidents and deaths.

He predicted that as the population in rural Ontario increases, the situation will get worse.

Caption to photo. End of the line. CP Rail workers begin pulling track on the abandoned route.

19/01/1990 Ottawa Citizen

Carleton Place

CP Rail derails commuter plan

Hopes of establishing a commuter train between Carleton Place and Ottawa were derailed Thursday when CP Rail began lifting sections of the abandoned route. CP spokesman John Cox said sections at each end of the line were being dismantled and lifted. The action came just three days after the last Via passenger train passed through the town.

He said the rest of the job will be contracted out as soon as tenders are chosen.

Cox said the National Transportation Agency granted CP's application for abandonment because the route was "uneconomic."

If a commuter train ever becomes a reality between Ottawa and Carleton Place new tracks will have to be laid.

Gary Rice, a long-time advocate of a commuter rail service, said the tracks being torn up were in "excellent condition."

Rice helped draft a proposal endorsed by officials in Carleton Place, Smiths Falls, Almonte and other west-end communities stressing the benefits of a commuter rail service. The proposal is being examined by the Ontario Ministry of Transportation.

The report asked the ministry to conduct a feasibility study of the commuter rail service, and Rice believed the province would inform Carleton Place whether the study would be conducted before CP decided to lift the line.

Cox said the provincial government and all other forms of government had the chance to intervene and did not.

Rice said highways from Carleton Place to Ottawa are overcrowded, resulting in an increased number of accidents and deaths. He thinks as the population in rural Ontario increases the situation will get worse, and said most progressive cities have an intermodal transportation system to combat this problem.

He called the lifting of the line a "tragic and heart-breaking" event.

Caption to photo: End of the line: Crew pulls spikes at Carleton Place.

25/01/1990 *Ottawa Citizen*

Maniwaki

Wakefield

TRAIN SUPPORTERS REFUSE TO GIVE UP: Efforts are being made to prevent the final derailment of the proposed Wakefield tourist train operation over what remains of CP Rail's former Maniwaki Subdivision.

The project had appeared to be in jeopardy after efforts to secure partial financing from the federal government proved unsuccessful. The lack of federal support had provoked a similar response from the provincial government which had promised to match the federal contribution but not go it alone.

Now, in an effort to rescuing the project, the City of Hull, one of the three co-owners of the tracks and right-of-way, has offered to increase its financial commitment by an additional \$200,000. Hull's new commitment, in addition to other monies already promised by the City, the Hull-La Peche Tourist Council and local promoter Andy Tommy, means approximately \$1.4 million has been secured for the project.

Officials now hope that the Province of Quebec will see fit to match these commitments with an additional \$1.4 million, an amount it was supposed to have committed had the federal funding come through.

It is now time for a wait and see game, however. Organizers feel that an answer must be forthcoming prior to March 31, the end of the current fiscal year.

According to spokesperson Larry Dufour, "I feel if we don't get the final agreement from the Quebec government by the end of March, we won't get it all."

26/01/1990 *Ottawa Citizen*

Chalk River

Renfrew

Whistle stop: policy sound Renfrew decides

RENFREW - Train whistles will continue to be heard in Renfrew, despite the objections of 78 sleepy residents.

The residents, who live near the railway tracks, presented a petition to Renfrew Council last July, asking for a ban on train whistling at night.

But after consulting with Transport Canada and the town police chief, council this week voted unanimously against banning the blowing.

Clinton Gauthier of Lome Street collected the signatures last summer. He said many people were upset by the noise, especially at night. About 10 trains now go through town every 24 hours.

"At night they seem to hold down the whistle all through town," said Gauthier. "The accidents aren't happening at night anyway with all the bright lights from the train and on the tracks."

He said he is disappointed with council's decision but doesn't plan to take it further.

"If council can't do anything what's one individual going to do? I had hoped something would be done... I thought 78 people would mean something but I guess it doesn't."

Trains have been tooting at town crossings since November 1987 when a 17-year-old bylaw was rescinded in response to recommendations from a coroner's inquest.

The inquest was into the death of a man killed when his truck was hit by a freight train at a level crossing.

In a report to council, Police Chief James McBain said the town should keep its policy. "Basically, the recommended action was made to reduce any liability on the part of, the town should another accident occur," he said.

06/02/1990 *Ottawa Citizen*

Kingston (CN)

Lancaster

Couple die in train-car crash

An elderly Cornwall couple was killed when a VIA Rail passenger train struck their car at an unprotected level crossing near Lancaster Monday night.

Killed in the 7:35 p.m. accident were Hector Provost, 70, and his wife, Rhea, 65. Ontario Provincial Police and the National Transportation Agency are investigating.

The crash occurred on a snow-covered, dirt road about three kilometres east of Lancaster, said OPP Staff. Sgt. Jim McWade.

Lancaster is about 70 kilometres southeast of Ottawa.

There are no warning lights or barriers at the crossing. A stop sign and railway-crossing sign are on either side of the crossing, McWade said.

The 110 passengers on the Toronto-to-Montreal train were not injured, said VIA spokesman Dianne Graham.

12/02/1990 *Ottawa Citizen*

Walkley Line

Freight trains

On Jan. 14, "Cabooseless" freight trains began running between Montreal and Toronto. A number of these run daily from Montreal through to London, Ont., but CP Rail is only prepared to run "cabooseless" from Montreal to Toronto.

A caboosie is at the rear of the train from Montreal so as to be in position for the crew out of Toronto; but the crews out of Montreal and Smiths Falls cannot use the caboosie to inspect the rear of the train.

Throughout the public hearings across Canada, CN and CP maintained that they wanted to remove the caboosie to save money and that, although this may reduce safety, the reduction would be minimal. If that is the case, what cost is

08/05/1990 *Ottawa Citizen*

Maniwaki

Train project threatened by delay in funds

The Wakefield steam train project may have to be postponed for yet another year if the Quebec government doesn't kick in \$1.4 million within the next month, says the project co-ordinator.

"The track must be completed by fall if the train is to start running by next spring," Gilles Ruest of the Hull-La Peche Tourist Development Council said Monday.

"We'll need a month to go to tenders and another three months to work the track. We cannot afford to wait."

Organizers of the \$12-million project expected to hear this week whether the province would approve their request, Ruest said.

But a spokesman for the Ministry of Tourism in Montreal said Monday that a decision could still be "some weeks" away.

Although Tourism Minister Andrei Vallerand has endorsed the project, it must still be approved by the provincial cabinet, the treasury board and a provincial economic committee.

Any delays could spell disaster for the Wakefield train, said Marc Grodin, chairman of Ottawa-Hull Tourism Inc. and director-general of the Mont-Ste-Marie resort.

"We have to start by June. If we don't, it may cancel the whole development by the train people."

The steam train is intended to run along 27 kilometres of track between Wakefield and Hull, carrying tourists along the Gatineau River.

11/05/1990 *Ottawa Citizen*

Prescott

National Museum of Science and Technology, 1867 St. Laurent Blvd. Festival of Spring Express (ex-CPR locomotive 1201) train ride through the region, May 12-13, 20-21. Tickets at museum gift store or call 745-1201. Open 7 days a week to Labour Day. Wed -Fri., 9 a.m. -8 p.m.; Sat. -Tues., 9 am. -6 p.m. Sat. -Mon.

Two die as train hits car

Railway warning sign torn off by vandals hours before accident

The railway warning sign at a level crossing near Alexandria where two people were killed Sunday had been broken off by vandals just hours before the accident.

The broken sign, which had been thrown in the ditch, was another example of a wave of weekend sign and mailbox smashing that has plagued the area for the past two years, said Lochiel Township roads superintendent Gilles Chenier.

Two Lancaster-area residents died at about 10:30 a.m. when their car was hit by a passenger train, about 90 kilometres east of Ottawa.

Driver Lori MacDonell, 20, and Keith McDonell, 23, who were not related, were killed as they attempted to cross the CN Rail tracks on Massie Road about four km east of Alexandria, said Ontario Provincial Police Sgt. Don Eas- top of the Long Sault detachment.

Eastop said the Ottawa-bound VIA Rail train was coming from Montreal.

Sgt. Gerry Brunet of the OPP In Maxville said he was unable to say whether the broken sign contributed to the accident.

"At this point, we have no idea as to what happened," Brunet said. "It's a fairly open crossing with a good view of the track."

But he described the sign vandalism as dangerous.

"They just seem to take them down and throw them in the ditch. It's beyond me why they do it."

Chenier said he knows the sign warning motorists travelling in the direction of the couple's car of the train crossing had been intact Friday morning.

"We get broken signs every weekend," said Chenier. "It's Halloween year round for those guys."

"Two weeks ago there were about 20 pulled up or broken off and thrown into a ditch or field."

Chenier said replacing the signs cost the township \$5,000 last year and the same amount in 1988.

"We've got about 20 crossings, six without flashing lights, in the township and the view of that one is A-one," said Chenier.

McDonell's sister Kyle said Keith was the youngest of eight children and lived on the family dairy farm in North Lancaster.

She said this morning her brother had played a soccer game at 9 a.m. Sunday in the village of Lochiel. At the time of the accident, he was going to a confirmation party for his niece, Kyle added. She said her brother and Lori had been going out "for a month or two."

Ernie MacMillan, past president of the Glengarry Soccer League in which McDonell played, said breaking the sign at the level crossing "was a terrible, despicable act."

He said McDonell, who had played in the Gerald McDonald Memorial Tournament, knew the road but that his girlfriend, who was driving, did not.

MacMillan said he has had his mailbox smashed by the vandals.

"I think it's all being done by the same group," he said. "No one has been able to catch them in the act."

Kyle said her brother graduated last year from MacDonald College in Ste-Anne-de-Bellevue, Que.

A double funeral is to be held Wednesday at 11 a.m. at St. Finnan's Cathedral in Alexandria.

12/06/1990 *Ottawa Citizen**Alexandria**Alexandria*

YOUNG COUPLE KILLED

Cause of train crash unknown

ALEXANDRIA - Provincial police say they may never know what caused a car-train collision Sunday morning that killed two Lancaster-area residents.

Keith McDonell, 23, and Lori MacDonell, 20, were killed when their car was struck by a VIA Rail passenger train at a gravel road level crossing four kilometres east of Alexandria.

The couple were returning from a morning soccer tournament in nearby Lochiel.

OPP Const. Peter Fishwick said Monday the mishap was still under investigation but as both occupants of the car were killed, it may never be determined how it happened.

The level crossing was described as well-marked and open with good visibility of the track.

Despite its open approaches, the crossing has been the scene of two previous collisions in recent years. In 1987 and again in 1989, vehicles were driven into moving trains. Only one driver suffered minor injuries.

McDonell's sister, Kyle, said Keith was the youngest of eight children and had worked on the family dairy farm in North Lancaster after graduating from MacDonald College last year.

She said her brother had played a soccer game at 9 a.m. in the village of Lochiel. At the time of the accident, he was en route to a confirmation party for his niece, Kyle said.

Keith and Lori had been going out "for a month or two," she said.

A double funeral is to be held Wednesday at 11 a.m. at St. Finnan's Cathedral in Alexandria.

15/06/1990 *Ottawa Citizen**Other*

ALL ABOARD 1990

Be in on the excitement of old-time steam travel - a two-hour city tour or an all-day excursion - when the famous ex-CPR locomotive 1201 pulls out from the Museum of Science and Technology. Tickets for Chaudiere trips available at the Museum, 1867 St. Laurent Blvd. during normal business hours. Call 745-1201 or 991-3044 for more information on how to obtain all-day excursion tickets.

SCHEDULE

"CHAUDIÈRE"

Departures At 10:00, 13:00 And 16:00 (Rail tours of Canada's Capital) June 24, July 8, 22, August 12,26. Adults: \$16 Children: \$11

"THOUSAND ISLANDER" (

Ottawa-Brockville return) September 16 All seats: \$60

"AUTUMN VALLEY EXPRESS"

(Ottawa-Pembroke return) October 7 All seats: \$60

"GLENGARRIAN" (Ottawa-Hawkesbury return) October 14 All seats: \$60

(Bytorn Railway Society)

15/08/1990

Ottawa Citizen

Smiths Falls

Richmond

Railroad blues: Town fights to save Smiths Falls - Richmond line

SMITHS FALLS - Town officials plan a petition to fight the proposed closure of a railway line between here and Richmond.

Closing the 34-kilometre Canadian National Railway line would be disastrous for the area, said town economic development officer Eric Stille.

VIA passenger trains also use the track. If the line is closed, passenger trains from Ottawa to Toronto would be forced to take a longer route near Pre-scott, adding about two hours to the 4½-hour trip.

The petition is being prepared by a committee and will be released to surrounding municipalities and interest groups within a week, said Stille.

The committee is composed of Stille, Mayor Laurence Lee and Murray Quattrocchi, past member of the town's industrial committee and former Chamber of Commerce chairman.

However, CN spokesman Robert Frank said he thinks it's unlikely the rail line will ever be abandoned by both CN and VIA, although it's possible.

CN has asked for a three-month delay in its request to abandon the line to try to reach an agreement with VIA. The company could agree to sell the line to VIA, which would be responsible for maintaining it, said Frank.

CN applied to the National Transportation Agency in 1984 to abandon freight rail service on the line, saying it was unprofitable.

Opponents of the closure say the line is a vital link connecting Eastern Ontario with the rest of the province and is important for the industrial, commercial and retail sectors of local communities.

23/08/1990

Le Droit

Maniwaki

LOCAL OFFICIALS FRUSTRATED OVER LACK OF ACTION ON WAKEFIELD TOURIST OPERATION: Five years after it was discontinued, the prospect of a tourist rail line between Hull and Wakefield, Quebec, seems to be as remote as it ever was.

Although a contract operator has been found and the proposed operating company actually owns two diesel switchers, little concrete action appears to have taken place in the intervening years.

Rather, it has been a classic case of bureaucratic run-around, false hopes, broken promises, and the usual recriminations.

At issue is approximately \$1.4 million in seed money which the project needs to get on the rails - so to speak. This represents approximately 50% of the start-up costs with the balance coming from municipal governments as well as the private sector.

Still the provincial government appears reluctant to give its seal of approval with the matter to date not even before the provincial cabinet, even though the prospect of such an event has been promised on more than one occasion.

According to Hull councillor Yves Ducharme, "We've learned that the file is not complete ... We don't know who is putting sticks in our wheels, but we will get additional details."

27/08/1990

Ottawa Citizen

Prescott

Prince of Wales Bridge

With picture

HANGING ON FOR THE LAST TRAIN

As daredevil boys hang on the Prince of Wales Bridge near Lemieux Island, steam locomotive No. 1201 crosses the Ottawa River for the last time Sunday.

"It's extremely dangerous to do that," cautioned Const. Paul Gray of the Ottawa Police. "The boys should know better."

The money-losing city excursions will not continue next year, says Paul Bown, president of the Bytown Railway Society. The train took riders on 90-minute excursions around the city.

27/08/1990

Ottawa Citizen

Lachute

Prince of Wales Bridge

With Picture.

Hanging on for the last train.

As daredevil boys hang on to the prince of Wales bridge near Lemieux Island steam locomotive 1201 crossed the Ottawa River for the last time Sunday.

"Its extremely dangerous to do that," cautioned Constable Paul Gray of the Ottawa Police. "The boys should know better."

The money-losing city excursions will not continue next year, says Paul Bown, president of the Bytown Railway Society. The train took riders on a 90-minute excursion around the city.

29/08/1990

Ottawa Citizen

Prescott

Locomotive 1201 seeing red: short excursions may end

Promoters of locomotive 1201 may be forced to cancel its two-hour excursions next summer after it failed to break even during a final weekend effort.

The Ottawa Valley steam train carried about 1,000 passengers Sunday on its final summer excursion across the city and over the Prince of Wales Bridge to Hull. Unfortunately, the train needed about 1,200 to break even.

"We had to keep the price down to make it attractive to families," said Paul Bown, president of the Bytown Railway Society, which runs the trips.

"That made the (profit) margin very tight," he said. "We kept coming close but not quite getting there."

Bown said the group will probably end the two-hour trips next year and concentrate on day-long trips to Brockville, Pembroke and Hawkesbury,

"We'll decide at a meeting next month." On nine alternate Sundays, No. 1201 hauled seven vintage passenger cars from the Museum of Science and Technology on a route that skirted Carleton University, passed under a tunnel at Dow's Lake and crossed the bridge near the Ottawa River Parkway.

The trips took a lot out of the volunteers, Bown said.

"It got more like work than a hobby."

The excursions also cut into the maintenance work planned for the train, which is owned by the museum but lovingly restored by the society.

"We would like to do an engine overhaul, and replace the windows in one car," said Bown. "But there was no time."

The volunteer non-profit society which receives no government handouts has been operating the city trips since 1988.

The tours, which cost \$16 for adults and \$11 for children, may have suffered from the general decline in tourism that hit the capital region this summer.

"We could end up running the two-hour tours on special occasions next year, like the Festival of Spring," said Bown.

20/09/1990

Ottawa Citizen

Kingston (CN)

Cornwall

VIA passenger train kills rail worker in Cornwall

A 41-year-old CN Rail worker was killed Wednesday when struck by a high-speed Via Rail train at a level crossing in Cornwall.

Robert Brown, of Matilda, was a member of a section crew working at the Tollgate Road crossing shortly after 5 p.m. when the westbound train passed at 170 kilometres an hour, said Cornwall police Staff Sgt. Gary Durocher.

An investigation has begun to determine whether the train should have been travelling that fast. CN spokesman Brian Moreau said "rule 42" had been in effect at the time, meaning the train crew had been notified there was a work crew in the immediate area and that it was to reduce speed.

But Durocher said police were informed the train had "clearance" to maintain its normal speed over the crossing, where paving and city works department crews were also working.

"It was very congested," Durocher said. An inquest will likely be ordered, he said.

The stretch of track where the accident happened is straight and level, said Brunet."

Worker hit at 150 km/h :police

CORNWALL - The passenger train that killed a CN Rail maintenance employee working at a level crossing here Wednesday was travelling about 150 kilometres an hour, say police.

"Our investigation shows that the westbound train was travelling at that speed when the accident occurred," said Cornwall Police Staff Sgt. Garry Derochie. Robert Brown, 41, of Matilda Township, died shortly after the 5:10 p.m. accident at the level crossing on Tollgate Road between Pitt Street and Brookdale Avenue.

The victim, who was pronounced dead at the scene, was a member of a CN crew that was working on the double railway tracks at the crossing.

VIA Rail, CN Rail and Transport Canada have all begun investigations into the accident.

"Normally, the train slows down if we're informed about a maintenance project," said VIA spokesman Malcolm Andrews, stressing it is "premature to speculate if any rules were broken."

Andrews would not comment on the speed of the train that left Montreal at 3.45 p.m. and was heading for Toronto.

Coroner Dr. Arthur Peachey said Thursday he hasn't rule out holding an inquest into the fatality, which was followed by a second separate train accident five hours later.

The second mishap occurred at about 10:30 p.m. when an east-bound freight train plowed into a vehicle stopped on the tracks at the railway crossing.

Derochie said the driver had apparently decided to drive around the activated railway barrier. All five occupants of the car safely bailed out seconds before the impact.

The driver of the car, Dion David, 19, of Cornwall Island, has been charged with careless driving.

01/10/1990 *West Quebec Post**Maniwaki*

STATUS OF WAKEFIELD TRAIN HAS AREA MERCHANTS GUESSING: Wakefield, Quebec, merchants are growing more and more confused about whether the community will become the focal point for a tourist railway operation over CP Rail's one-time Maniwaki Subdivision.

More than five years have elapsed since the last train departed Wakefield for Ottawa and still the area is no closer to a resumption of operations.

Now the village has seen a number of petitions from concerned individuals about what is happening. For instance, a petition recently circulated through the community in support of the train, garnered the signatures of 34 businesses in favour of the train. The initiative was prompted by an earlier petition which saw 15 businesses and citizens oppose the train for a variety of reasons.

Many villagers, moreover, are quite confused about the proposed operation. Will it be steam or diesel? What will be the frequency of operation? Is there an infrastructure to handle the proposed ridership of 1,000 patrons per day.

Perhaps the bottom line is the question of who will pick up the tab for seed funding? No one seems to know but it appears certain that any money will have to come from the Province of Quebec, although no one on that front has been too hasty to rush in and sign a cheque. Meanwhile the right-of-way keeps on deteriorating.

02/10/1990 *Ottawa Citizen**Kingston (CN)**Cornwall*

Inquest will be held into rail worker's death

CORNWALL A coroner's inquest will be held into the death of a CN Rail maintenance employee who was killed here last month by a passenger train while working at a level crossing.

No date has been set for the inquest into the Sept. 19 death of Matilda Township resident Robert Brown.

"There are a lot of parties involved in this case and it is unlikely that the inquest will be held before the end of the year," said Crown attorney Don Johnson.

VIA Rail, CN Rail and Trans-, port Canada as well as Cornwall police are all investigating the accident.

The 41-year-old man died shortly after the 5.10 p.m. accident at the level crossing on Tollgate Road between Pitt Street and Brookdale Avenue.

A CN track maintainer for 18 years, Brown was a member of a crew that was working on the double railway tracks at the crossing.

Police said the westbound passenger train was travelling about 150 kilometres an hour when the accident occurred.

VIA Rail officials said that was the usual speed for their express passenger trains between Montreal and Toronto. But when informed about a work site, they normally slow down.

VIA and CN officials said the customary procedure for a train entering a work area is to notify the work crew and get instructions whether to proceed at the permitted speed, slow down or stop.

"But our investigation is not completed and it is premature to speculate if any rules were broken," said CN spokesman Mike Matthews.

With picture

Steel rail swan song

Sciencemuseum retires 19th century train after 23 years

These are days of forgotten dreams, when even National Dreams are put aside. Soon a poignant symbol of Canadian nationhood will be towed quietly away on twin ribbons of federal steel.

On Monday, the ochre-colored 19th-century train will be pulled from public view after 23 years on display at the National Museum of Science and Technology. The wooden rail cars carried Canadians at the time of Confederation. "Thomas D'Arcy McGee might have ridden one from Montreal to Kingston," says David Monaghan, the museum's curator of land transportation.

They will be replaced by exhibits on communication and space travel when the museum reopens after renovations June 1.

"I don't think they're going to be exhibited in the building again before the year 2,000," says Monaghan. "And we are considering whether we want to retain all of them, anyway."

Canada is stitched together by railway spikes. In fact, the building of an intercontinental railway was a condition of the Constitution Act of 1867.

The so-called "Yellow Train" was restored in 1953 by Canadian National Railways and taken on a tour across the country. It was hailed as the "only mobile museum in the world." It made its first official run May 16, 1953, from Toronto to Aurora, to mark the 100th anniversary of operation of the first steam locomotive in Ontario.

After Monday it will be stored in a massive brown warehouse on Lancaster Road, a kind of rail morgue where trains grow dusty amid shelves of extra parts.

Workmen are laying a short rail spur by hand to move the cars. It will take two cranes to the move them, says Monaghan. There are three engines and six cars: a passenger coach, a dining car and sleeping car, and three baggage cars.

Few railway groups seem upset by the move. Monaghan says one reason for this is several of the rail cars are not what they appear.

"Several of the cars were restored to look like they came from the 1880s when they were built in the 1890s. They're not historically correct."

Monaghan doesn't think interest in trains has subsided. "Kids are still fascinated with trains," he says. "But they're also interested in other, more modern, forms of travel."

Has old 1201 hit the end of the line?

The age of steam in Ottawa likely came to an end Sunday when old engine 1201 chugged into her shed after a run to Hawkesbury.

Nostalgia has a price, it seems. And that price is too high.

Les Goodwin, a director of the Bytown Railway Society, said this week he was "not optimistic" about a future for the steam program. The steam train hasn't made a run to Wakefield for more than a decade, but is still known to many as "the Wakefield train."

The engine is owned by the National Museum of Science and Technology on St. Laurent Boulevard. The museum ran the Wakefield excursions but found them financial losers and turned over operating duties to volunteers.

The old iron lady needs a major overhaul. She needs boiler tubing and wheel bearings. Cars are just about worn out and in some spots one can see the roadbed through holes in the floors.

According to David Monaghan, curator of land transportation at the museum, the train's future is under study. Even if the repairs are agreed to, it's unlikely they would be completed in time to put the train on the tracks next year.

The Bytown Railway Society has 700 members worldwide, 250 of them in the capital area. Of that number, 50 have kept the program operating.

"I think we're looking at the end of the line," says Goodwin. "I think 1201 will become a victim of procrastination."

The procrastinators are those who thought taking a weekend ride on the train would be a good idea, but kept putting it off.

"Waiting 'til next time meant our weekend runs through the city were not full enough and financial goals weren't reached. The weekend run to Hawkesbury was 80-per-cent filled.

Anybody with thoughts about a rescue mission can contact the society at 745-1201

23/10/1990 Ottawa Citizen Kingston (CN) Maitland

Boys charged after shots fired at passing train

Two 15-year-old boys were charged with mischief after someone shot at a passing train with BB guns, Ontario Provincial Police said Monday.

Two windows on a VIA Rail passenger train were broken near Maitland between Prescott and Brockville Sunday afternoon, said Prescott OPP Const. George Beeton.

Police found two 15-year-old boys about half an hour later and charged them with mischief.

26/10/1990 Ottawa Citizen Kingston (CN) Brockville

Death of rail worker puzzles investigators.

Federal transport and CN Rail officials are puzzled by the death of a train crew member who was struck by a VIA Rail train Wednesday afternoon.

Robert Tripp, 42, of Thomasburg, 6nt., had repaired an air line and was returning to the engine of a stalled CN freight train about five kilometres west of Brockville when he was struck by a VIA train.

VIA trains can reach a cruising speed of about 150 kilometres an hour on that stretch of railway, said Brockville OPP Const. Paul Disson.

Tripp is the second CN worker to die on the tracks in the last few weeks. On Sept. 19, 41-year-old maintenance worker Robert Brown died when he was struck by a VIA train at a level crossing in Cornwall.

Brockville coroner Dr. Paul O'Connor said he had not decided whether to hold an inquest into Tripp's death.

O'Connor said investigators assume Tripp could not see the VIA train, even though he had a clear view and could step to the side easily. He said the problem may have been because Tripp couldn't hear the train

A witness reported that Tripp was facing in the direction of the VIA train, but turned around and looked at something else, said Disson.

CN spokesman Marissa LaCaria said investigations are always called as soon as there is an accident in a federal workplace.

Tripp, a 14-year veteran of CN train crews, was working within CN procedure when he walked to the damaged railway car.

The VIA train was probably travelling at about 80 kmh, said LaCaria. VIA engineers usually sound the horn if they see someone on the line.

08/11/1990 Ottawa Citizen Maniwaki

Funding approved for Wakefield train

It's full steam ahead for the Wakefield tourist train.

The project cleared the last hurdle at the provincial level when Quebec's cabinet approved a \$1.4-million grant.

Hull coun. Yves Ducharme, one of the train's promoters, said he expects the 27-kilometre ride between Hull and Wakefield to start in late summer.

The initial cost of the project is about \$3.4 million. In addition to Quebec's grant, Hull is investing \$700,000 and about \$300,000 comes from Canadian Pacific and private donations.

A private contractor, Edelweiss ski resort owner Andy Tommy, will run the service and invest another million dollars.

The project has been on hold for over a year while promoters waited for the grant. Quebec Tourism Minister Andre1 Vallerand is to be in the Outaouais Friday to officially announce the project.

Hull, Chelsea and La Peche have worked together on the project since 1986 but La Peche recently dropped its support of the train after an anti-train mayor was elected last year.

But La Peche councillors are to meet tonight to reverse Mayor Jean-Pierre Brunette's stand. They expect to have a majority of councillors support the train.

09/11/1990 Ottawa Citizen Maniwaki

Wakefield train gets steam up with \$1.4-million Quebec grant.

The Wakefield tourist train has finally got steam up.

The project cleared its last hurdle at the provincial level when Quebec's cabinet approved a \$1.4-million grant.

The project has been on hold for over a year while promoters waited for the grant. Quebec Tourism Minister Andre Vallerand was to be in the Outaouais today to officially announce the project.

The initial cost of the project is about \$3.4 million. In addition to Quebec's grant, Hull is investing \$700,000 and about \$300,000 is coming from Canadian Pacific and private donations.

A private contractor, Edelweiss ski resort owner Andy Tommy, will run the service and invest another \$1 million.

Hull, Chelsea and La Peche have worked together on the project since 1986 but La Peche recently dropped its support of the train after an anti-train mayor was elected last year.

But La Peche councillors voted Thursday to reverse Mayor Jean-Pierre Brunette's stand. A majority of councillors support the train.

26/11/1990 Ottawa Citizen Alexandria

Budget grinch axes Santa Claus train.

Doctor Zeuss would not be impressed! Budget constraints have meant that VIA Rail Canada has had to axe its highly successful Santa Claus train between Ottawa and Montreal. The attraction had become a yuletide tradition in Ottawa over the past decade or so. The critics are blaming VIA but the fault really lies in the level of subsidy which the crown corporation currently receives from the federal government. Unfortunately, today's bottom line economics don't leave room for such luxuries as Santa trains. What a pity..

12/12/1990 Pembroke Advertiser Chalk River Pembroke

RAIL MUSEUM ONE STEP CLOSER TO REALITY:

Plans to establish a railway museum in Pembroke, Ontario, have advanced another step following City Council approval to lease a piece of property 20 feet wide by 500 feet long, adjacent to the CP Rail right-of-way in the vicinity of the local marina. The property is to be leased to the local Railroad Heritage Association.

The group also must obtain a lease from CP for a portion in addition to obtaining charitable status for the purposes of accepting donations. Also required is the signing of a guarantee that absolves the city from any liability or responsibility for problems or equipment should the project not succeed.

The Association is negotiating with the National Museum of Science and Technology for the acquisition of ex-Canadian Pacific 4-8-4 No. 3100 which will be the focal point. As well, it has acquired the former CP steel water tank, located nearby and one of the last steam locomotive water tanks in the Ottawa Valley which it intends to convert into a combination observation platform and slide. Two cars may be obtained. One will be a diner while the other - some form of passenger car - will be converted into a "theatre car" for showing a 3-D movie of a train ride across Canada.