

Local Railway Items from Area Papers - 1973

26/01/1973 Ottawa Citizen Kingston (CN)

Turbo train lest stopped in Morrisbnrg

BROCKVILLE (Speci) The problem-plagued Canadian National turbo train ran into more difficulties while on the first of a series of new test-runs Thursday. (25/1)

The turbine-powered train left Montreal in mid-afternoon but never reached its destination here. The train was held up in Morrisburg for about six hours and then returned to Montreal.

According to one CN spokesman the trouble was mechanical, but he would not specify.

The turbo train first introduced in 1968, has been taken out of service twice and has had about 100 modifications to cure recurring mechanical problems.

The major charges were on the electrical and suspension system to enable it to withstand rough winter conditions.

10/02/1973 Ottawa Citizen Waltham Aylmer

Snowmobiler killed in crash with train

A Deschenes youth was killed in a train-snowmobile accident near the lower Aylmer road Friday.

Rejean Laflamme, 14, of 17 Cote Boulevard in Deschenes, was killed by a train as he crossed CP railroad tracks with his machines [sic] just east of Pine Street in Aylmer.

Mr. Laflamme was accompanys [sic] by a friend on a second snowmobile at the time of the accident

12/02/1973 Ottawa Citizen Winchester Smiths Falls

No injuries reported in 12-car derailment near Smiths Falls SMITHS FALLS (Special) Equipment failure is blamed for the derailment near here Sunday night of 12 cars of a 97-car freight train.

There were no injuries in the 6.15 p.m. accident, which occurred on Canadian Pacific tracks about 2.5 miles east of here.

The cars which left the tracks were in the centre of the CP train, bound for Smiths Falls from Montreal.

They were loaded with metals and paper products, much of which was scattered across the tracks.

A CP spokesman said some mechanical failure - such as a cracked wheel caused the accident

24/02/1973 Ottawa Citizen Chalk River Arnprior

Arnprior man killed by train

ARNPRIOR (Special) Donald E. Boese, 24, was killed instantly here Friday when the vehicle he was driving was struck by a train.

Mr. Boese was going home from work and proceeding south on Division Street when the East-bound CP Rail Canadian struck his car on the right-hand side about 4.50 p.m. The car was demolished. There are no wig-wag signs at the crossing.

07/03/1973 Ottawa Citizen Kingston (CN) Brockville

Turbo train complete a test run.

Brockville - after months of delay the problem - plaguedy the Canadian National Turbo train finally made it through a complete test run.

The sleek silver train completed a trip between Montreal and here with no problems Tuesday. Last month, the train attempted a similar run, but was stopped by mechanical problems in Morrisburg.

The train, first introduced in 1968, has been taken out of service twice and has undergone about 100 modifications to ease recurring mechanical problems.

The major changes were on the electrical and suspension systems to enable it to withstand rough winter conditions.

07/03/1973 Eganville Leader Renfrew

Revive Passenger Service On CNR Line - Hopkins

Len Hopkins, M.P., Renfrew North-Nipissing East, wants the National Capital Commission to revive a passenger service from Ottawa up the Valley to Whitney as a tourist attraction.

"It is my proposal to the National Capital Commission that a passenger train for tourist traffic could be developed as a great attraction, because all the places in the Ottawa Valley and Madawaska Valley as well as the timber resources of the area have played a major role in the area history and economic of Ottawa," Mr. Hopkins said.

Mr. Hopkins said the tourists visiting Ottawa could travel to Algonquin Park on a train that should be modelled after those of the pioneer days.

12/03/1973 Ottawa Citizen Chalk River Cobden

Train slams into tractor-trailer at Cobden

An Eganville man narrowly escaped death when the \$50,000 tractor trailer he was driving was hit by a westbound CP. Rail freight train at Cobden Friday morning. Glenn Rhode, 22. of Eganville was returning from Portage du Fort, Que. when the tractor trailer he was driving was rammed by a train. The cab of the truck swung around and collided with freight cars before the trailer was ripped away. The cab was carried about 100 feet and bits of the trailer nearly 200 feet.

Mr. Rhode was taken to a Pembroke hospital where he is reported to be in fair condition. The train was not derailed but the line was closed for some time while men straightened rails. The trailer box which was used for hauling chips from a mill in Eganville to Portage was completely demolishel. The train rammed it near the centre and the impact folded the trailer. The box for holding the wooden chips was smashed into hundreds of pieces. Above the remains of the trailer and the trailer wheels.

17/03/1973 Ottawa Citizen Kingston (CN)

Turbo train rolling again for testing

TORONTO (CP) The trouble-plagued Canadian National Railway's Turoo train made two trips from Montreal to Toronto this week, the first since the five-train fleet was taken out of service in August 1970.

There were no passengers on board. A railway spokes-ijlj man said the trips Thursday and earlier in the week were part of tests being conducted by United Aircraft Company of Canada Limited, joint developer of the train with CN.

Three more tests are scheduled for next week. United Aircraft hopes to have a three-train, nine-car fleet servicing Toronto and Montreal by this summer.

The Turbo was first introduced in 1968 but CN has refused to restore the fleet until it is convinced it will be able to remain in service on a regular basis.

The Turbo can make the 400-mile trip between Montreal and Toronto in less than four hours, an hour faster than CN's Rapido.

Crash blocks CN line

LIMOGES (Staff) Canadian National Railway officials say it will be at least 24 hours before service is restored on the main line to Montreal following a derailment here early this morning.

Twenty-three cars of an 83-car freight train jumped the track about 4.15 a.m. scattering tons of grain, crumpling box cars and tearing up track for about a mile in this village about 15 miles southeast of Ottawa.

Crew members, working at both ends of the train, escaped injury.

Heavy wrecking equipment from Smiths Falls and Montreal will be needed to remove debris and clear the right of way.

Box cars of grain and a number of flat cars loaded with heavy-duty construction equipment left the rails at a level crossing in the middle of the village rousing residents from their sleep.

The remainder of the train was towed to Montreal.

All freight and passenger service between Ottawa and Montreal will have to be re-routed over Canadian Pacific rail lines. CNR officials said.

The cause of the wreck is under investigation.

The force of the derailment wrenched wheels from cars, scattered debris for a mile and tossed bulldozer and heavy tractors carried on the flat cars into deep ditches and into back yards.

Damage estimates are not immediately available.

20/03/1973 *Ottawa Citizen**Alexandria**Limoges*

Familiar Whistle

Then Came Ripping Crash

By Tom Van Dusen Citizen staff writer

LIMOGES Canadian National Montreal-bound trains were back on the right track this morning following a 23-car derailment at Limoges Monday.

The CN Ottawa-Montreal mainline was blocked after the cars bounced from an 83-car freight train about 4.20 a.m. at the Limoges level crossing. CN was forced to "borrow" CP Bail track while its line was being cleared.

No one was injured in the derailment.

While debris has been removed from the line, officials said Monday afternoon it will be at least three days before everything is back to normal.

One of the first people to arrive at the scene following the derailment was Noel Boulerice who lives close to the track. Mr. Boulerice who gets up at 5 a.m. to go to work at the main post office in Ottawa, said he was only half asleep when he heard the familiar whistle blasts as the train approached the crossing.

Then Mr. Boulerice heard something unfamiliar; a loud, ripping, crash that brought him out of his semi-sleep instantly.

After calling a neighbor, Hector Thibeau, Mr. Boulerice hurried to the scene.

"The first part of the train stopped about a mile up the track, then kept going," he said. "A man came out of the caboose, looked at the damage, then went back and radioed for help."

Mr. Boulerice said the man must have been in a state of shock because, "I talked to him but he didn't answer."

"Only the caboose and the two cars in front of it stayed on the tracks," he said. "The guy must have felt it was a close call."

Wheat-laden cars

The derailed cars included flatcars loaded with heavy construction equipment and boxcars loaded with wheat.

The construction vehicles were tossed about like small toys. Several were extensively damaged.

About half a dozen of the boxcars split, open spewing out tons of wheat.

Local farmers offered to buy the spilled wheat but CN officials refused, worried that salvage attempts would interfere with cranes clearing the track.

Cause of the crash is under investigation. The train was apparently travelling at about 60 m.p.h. when the accident occurred.

A railway claims office official said it was too early to give an estimate of damage. He said damage was restricted to CN property.

Limoges is 20 miles southeast of Ottawa.

20/03/1973 *Ottawa Journal**Alexandria**Limoges*

GRAIN COVERS CRASH SITE LIMOGES

Grain spills from a twisted boxcar at the site of a 23-car derailment on the CNR Ottawa-Montreal line in this village about 15 miles southeast of Ottawa. The cars jumped the tracks at a level crossing Monday: CNR officials said the tracks were expected to be cleared today, but that new rails would have to be put down before the line could be opened again. (Journal Photo by Dow Bray)

24/03/1973 *Ottawa Citizen**Vankleek*

Caustic chlorine cars don't leak

7 of 17 cars, derailed Friday, cleared CN

CORNWALL (CP) A CN spokesman said Sunday seven cars of a 17-car freight train which derailed 30 miles north of here, Friday, have been cleared from the track.

The train, travelling on a secondary track from Hawkesbury to Glen Robertson, included some cars which carried chlorine and caustic soda.

The spokesman said one car carrying caustic soda derailed and flipped over. A car containing chlorine derailed but remained upright, as did five cars which carried general merchandise.

Officials said there were no leaks from the cars.

Environment Ontario inspectors were sent to the scene but said there were no breaks in the tanks.

There was no indication of what caused the derailment.

Also in the Citizen 26 March

28/03/1973 *Ottawa Journal**Kingston (CN)**Brockville*

Ottawa man killed by train near Brockville

BROCKVILLE (Special) - A 34-year-old patient at the Brockville Psychiatric Hospital was killed Tuesday morning when he was hit by a train one mile east of here.

Police say Donald Doig, of Ottawa, apparently wandered away from the hospital and was walking down the tracks when hit.

Hopkins wants to revive Ottawa-to-Algonquin train

EGANVILLE (Special) Renfrew North Liberal MP Len Hopkins wants to see a revival of passenger service on the 78-year-old railway line between Ottawa and Whitney, on the edge of Algonquin Park.

The line has been used exclusively for freight. Mr. Hopkins says that developing it for tourist passengers travelling between Ottawa and the national park site would give the area an economic boost.

It would restore the prominent economic relationship between the valley and Ottawa which existed with the substantial lumber industry in the past.

Mr. Hopkins said tourists visiting the capital could travel to the park in trains modelled after those of pioneer days.

We might even bring back the so-called 'old-fashioned' steamer and pot-bellied stove in the coach," he said.

Passengers would be able to get off the train at any point to explore historic sites. Old stations on the line could be rejuvenated or rebuilt to serve as entertainment attractions for the tourists, he said.

The village of Barrys Bay has already purchased an old station from Ottawa.

Mr. Fullerton said if the proposal was implemented it would be undertaken by the Ontario ministry of tourism or a travel council, not by the NCC.

07/04/1973 *Ottawa Citizen* *Hull Electric*

Old train tunnel to hold boutiques

Plans are being developed for a shopping concourse under Wellington Street between the Chateau Laurier and the east bank of the Rideau Canal.

The department of Indian affairs and northern development announced Friday that two firms are preparing final proposals for the concourse, which was once a CPR railway tunnel leading to the old Union Station.

A gallery of boutiques and restaurants will line the concourse, which is 745 feet long and 60 feet wide.

Macval Corporation- and Olympian and York Development, the two firms actively seeking the project, will compete for the 82 million development.

No public tender will be called for the development, which will be under a lease arrangement with the department.

Planning for the project has been under way in co operation with the National Capital Commission for three years.

11/04/1973 *Ottawa Citizen* *Lachute* *Papineauville*

Train, transport truck collide

Several fuel tanker cars were ablaze late this morning after a westbound CP Rail freight train smashed into a transport truck at a crossing between Papineauville and Montebello, about 30 miles east of Hull.

Railway officials said they had little information on the derailment, and they did not know whether there had been injuries or deaths.

The tanker cars were immediately behind the engines of the freight train and apparently caught fire when they jumped off the tracks after the collision.

12/04/1973 *Ottawa Journal* *Lachute* *Papineauville*

'Brakes failed' driver

PAPINEAUVILLE (Staff) -Brake -Brake failure. That's the reason given by the 17-year-old driver of a tractor-trailer who leaped from the cab just before it smashed into the third engine of a 54-car freight train on a Highway .8 crossing just east of here. While the front end of the truck disintegrated on impact, hurling the engine more than 100 feet down the tracks, driver Leo Boutet of St. Basil, near Montreal, escaped injury.

Sgt. Andre Leduc of the Papineauville QPF detachment, said the young driver told him that he saw the train coming but that when he tried to stop, he found that he had no brakes. He barely had time to jump from the cab of the truck before it crashed into the heavy engine.

The crash knocked one of the three engines pulling the train off the track, into the nearby home of Normand Allard. More than a dozen cars, including including nine oil-tanker cars and a car loaded with liquified chlorine, were hurled about like a child's toys. Three of the 17,000 gallon tankers ruptured, sending their flaming contents spewing over the surrounding area, including the home of Mr. Allard, which was destroyed in the blaze.

About two acres of land immediately east of the crash site was turned into a blackened desert as the burning oil spread.

More than 80 firemen from departments in Gatineau, Thurso, Buckingham,. Montebello, St Andrelinand Papineauville converged on the scene.

Their major concern was that the tanker loaded with 20,000 gallons of chlorine might rupture and spread deadly gas throughout the area. Pumping water from a nearby creek, the firemen worked feverishly for more than four hours, pouring water on the chlorine tanker to keep its temperature below the point where the gas would have expanded and burst the safety valve on the car.

Other firemen fought the blaze that ripped through the tangled wreckage. It was brought under control shortly after 1 p.m.

Police had evacuated more than 100 families living within a one mile radius of the crash scene.

"The tanker is specially designed to withstand the stress of a derailment," said an official of Standard Chemical Ltd., the owner. "There wasn't even a rivet blown on the thing," he said. Ross Maitland, Canadian Transport Commission chemical engineer on the site to advise in the handling of the dangerous gas, said "the liquified chlorine turns to yellowish green colored fumes when exposed to air. It mixes readily with water and forms hydrochloric acid," he said. "If breathed into the lungs, death is almost instantaneous," he said.

The only injuries were to the trainman in the second engine, Claude Baril; who suffered a broken wrist and train engineer Claude Beris, who suffered cuts to his face and one arm.

Shortly after 2 p.m., police began to allow the families to return to their homes. But it was after 4 p.m. before Highway 8 was reopened to traffic.

A Standard Chemical official said a tanker truck would probably be brought to the scene to pump the 55 tons of chlorine out of the tanker which lay on its side under a pile of oil tankers.

Several thousand gallons of oil flowed into a creek near the scene and emptied into the Ottawa River, about half a mile away but officials from the Quebec department of the environment were on the scene early in the afternoon to place a barrier in the creek to catch the oil. A neutralizer was sprayed on the oil.

A spokesman for CP Rail said it was expected the wreckage would not be cleared until noon today after which time extensive repairs to the damaged rail ties would have to be carried out.

Passengers travelling CP Rail between Ottawa and Montreal last night and this morning were bused between Ottawa and Montebello and travelled by day liner on the Montebello to Montreal section.

The final irony of the crash. An oil tanker truck travelling on the detour around the crash scene overturned on the St. Hyacinthe Range, and temporarily blocked the detour Wednesday afternoon. The driver was not injured.

Tanker car in collision

Deadly cargo saved

By Scott Honeyman and Tom Van Dusen Citizen staff writers

PAPINEAUVILLE A tanker car full of chlorine sat in the middle of an oil-fuelled inferno after a derailment here Wednesday, but firemen kept its deadly cargo from escaping.

The end of the car painted red to indicate dangerous cargo could be seen through sheets of flame that soared from six fuel cars after the westbound CP Rail freight train was hit by a semi-trailer truck.

More than 100 firemen from every town between Gatineau and Grenville a stretch of about 60 miles poured water onto the damaged chlorine car, and had to ignore flames that levelled a house, shed and travel trailer.

Canadian Transport Commission chemical engineer Ross Maitland said he was surprised the intense heat from blazing Bunker C oil and gasoline didn't cause pressure valves on the chlorine car to rupture.

Had the valves gone, great clouds of green chlorine gas would have escaped as the chlorine was converted from pressure-packed liquid to poisonous gas, choking anyone in its path.

Residents evacuated

Mr. Maitland said it was fortunate the wind was blowing from the north west, away from Papineauville and across the Ottawa River to an uninhabited area.

Playing it safely, Quebec Provincial Police ordered a square-mile area surrounding the wreck evacuated, sending about 300 residents west to Papineauville.

While most of the battle was to stop the chlorine tanker from leaking, thousands of gallons of heavy, tar-like oil spilled from ruptured oil tankers into a creek which flows directly into the Ottawa River.

The slick it created in the river could be seen from more than a mile away.

13/04/1973 *Ottawa Citizen**Lachute**Papineauville*

Weeks of Study May Find Cause

By David Smithers Citizen staff writer PAPINEAUVILLE Trains again rumbled through this community Thursday night, but the task of investigating the cause of Wednesday's massive derailment will take weeks.

In addition, environment experts are still cleaning up the mess left after thousands of gallons of bunker oil spewed from ruptured tanker cars into the Ottawa River.

CP Rail crews have worked around the clock since the derailment which occurred about 10 a.m. Wednesday clearing the main line.

A truck slammed into the locomotive leading the 100-car train. Twenty cars, some carrying the bunker oil, one carrying chlorine, and another a caustic substance, ripped up the track.

Wrong licence

Flaming oil razed a nearby house, travel trailer and a shed. There were no serious injuries.

The driver of the heavy truck, Leo Boutet, 17, of St. Basil, Que., leaped from the vehicle seconds before the collision. He told police the brakes failed.

Police said today the teenager was improperly licensed to drive the truck. He had an operator's license but needed a chauffeur's permit, said QPP Sgt. Andre Leduc today.

Mechanics from provincial transport department headquarters were at the scene today

examining what was left of the vehicle.

Welfare officials are still attempting to find accommodation for the family of 10 whose home was destroyed by the fire. The Normand Allards fled for their lives after their house was drenched in flaming oil. They are staying with relatives in nearby Plaisance.

The federal department of the environment assumed responsibility Thursday for cleaning up what was left of the oil spill.

Little was done to contain the treacherous oil for about 24 hours after the accident. Thousands of gallons poured into a creek which flows 500 feet to the Ottawa.

Booms are in place today to ensure remaining oil is contained.

Officials of the Canadian Wildlife Service were also touring the downstream waterfront Thursday, checking for possible damage the oil may have caused migrating geese and ducks.

There have been no reports of injury to wildlife, but checks continue.

In addition, Ontario environment inspectors are checking the southern shore of the Ottawa for possible oil contamination.

04/05/1973 *Ottawa Journal**Chalk River**Pembroke*

Riflemen Jailed

Damaged railway switch "might have caused crash"

PEMBROKE (Staff) Horace Ward, 18, and Wayne Clark, 16, were sentenced to jail for 30 days Thursday after each pleaded guilty to two charges of wilful damage to Canadian Pacific Rail property.

They were charged after an electric switch box at the Achray Road level crossing was damaged by rifle fire March 23 and March 27.

Shots from a .22-calibre rifle caused all block signals to turn red and remain so, with the result that a train was delayed.

The shots could "just have easily caused the mainline signals to go green on a false clear," CPR investigator Lay-ton Mulligan testified.

In such an event, with a green light indicating a clear line, there would have been grave danger of a rear-end collision, he said.

The shots also caused crossing signal lights, controlling vehicular traffic, to "go out of whack," the inspector said.

Back on the rails

Photostory by Jane Ember

Five years after being walled into the National Museum of Science and Technology, a steam locomotive is back outside on the rails again.

True, she's only being "deadheaded" as part of a slow freight this time, but many a heart will warm to the sight of No. 1201, the last of the steam engines built by CPR, on her way to the John Street Works in Toronto for overhaul by the Ontario Rail Association in cooperation with CP rail.

John Corby, Curator of Industrial Technology at the Museum, said that he hopes the 29-year-old No. 1201 will be back in Ottawa and capable of running under her own steam by the Victoria Day weekend.

"Putting a steam locomotive back into service presents an awful lot of problems," he explains.

"Public Work have been responsible for taking out the wall, Canadian National have laid the track to the siding - the ties had to be very close together to make sure that 140 tons of locomotive didn't sink into the parking lot"

That part of the operation could be seen by the public, but it was as nothing compared with the hours of volunteer labor put in by some half dozen members of the Canadian Railroad Historical Association (Ottawa Branch), together with museum staff, as they prepared No. 1201 for her return to the tracks.

We haven't any heavy lifting gear here," said Mr. Corby. "And there are numerous small parts to a locomotive that needed to be inspected and overhauled. We've been lucky to have the help of a former CP fireman, Duncan duFresne; he's been the spark plug in this operation, and our expert on steam locomotives."

Over the Easter weekend, a compressor fed air into the braking system, and then Mr. duFresne had the filthy task of getting under the locomotive and adjusting the brakes. Immediately she emerged from the Exhibition Hall last Monday, those brakes were necessary for there is a slight gradient across to the siding.

What next?

"Nothing definite yet," said Mr. Corby. "The locomotive will be brought back and setup on our own siding and fired up for special occasions such as the July 1 weekend; and she'll also be available to be sent across Canada for special functions." .

Problems with running a steam train don't end. with the overhaul. Coal has to be brought in probably from Alberta and from Pennsylvania. The Alberta coal burns very fiercely with little smoke, but it could prove too hot, and will most likely be mixed with the cooler burning. U.S. fuel.

Staffing presents another difficulty there aren't many men now who understand the art of steam propulsion, and those who do are, like Mr. duFresne, in other employ ment. Getting up steam and the closing down operation each take an hour, even if the run is- only along the museum's own siding.

Steam enthusiasts are hoping that No. 1201 will be allowed to make proper journeys again possibly on the proposed Ottawa-to-Wakefield sentimental run, a daily trip throughout the summer. But no official commitment has yet been made.

Although No. 1201 is the last steam locomotive the CPR built for itself, more modern ones were built for the railway in subsequent years.

And 1201 isn't as old as she looks. It's been said that she's a 1904 engine, with 1944 refinements. The refinements didn't include removal of the cowcatcher, however.

Mr. Corby thought the engine might be converted to an oil-fired boiler if she were put back into some form of regular service - this purely for logistics reasons: oil is a lot easier to provide than coal nowadays. But she'd still be steam-driven, with great clouds of white trailing majestically behind.

One thing the project team can be sure of: there'll be a whole new generation of steam enthusiasts to keep alive the interest in the locomotives which did so much to open up our country.

11/05/1973 Ottawa Citizen Lachute Papineauville

CP SUING SMALL FIRM OVER CRASH

CP Rail is suing a small Quebec trucking company for \$1 million as the result of last month's train-truck collision at Papineauville.

The suit has been filed in Hull Superior Court against La Compagnie Germain, whose semitrailer truck was in collision with the side of a freight. Nineteen cars were derailed.

The derailment caused extensive fire damage and oil pollution. One home was destroyed when tank cars caught fire.

CP Rail alleges in its suit that the brakes failed on the truck, which was being driven by a 17-year-old, who managed to throw himself clear just before the collision.

The railway company says it cleaned up the oil spillage, although it denies responsibility. Fuel spilled into a stream which flows into the Ottawa River.

16/05/1973 Ottawa Journal Prescott Ottawa West

Explosives, flares, stolen from shed

CP Rail officials have voiced fears that children are now playing with 24 explosive devices and 12 emergency flares stolen Monday from a tool shed.

The devices called torpedoes contain a quantity of gunpowder in a brown package which could explode when struck by a hammer or rock.

Such an explosion, says CP investigator Leighton Huntington, would easily blind a person or blow off a hand.

The torpedoes, labelled "Caution Explosive," were discovered missing from the Wellington Street shed Tuesday morning along with 12 flares.

Although not considered dangerous, the flares could burn a child's hand, said Mr. Huntington.

Anyone finding the torpedoes or flares should phone city police.

CP workers said they saw boys aged 12 to 14 playing near the shed area Monday evening and security officials said they might be responsible for the theft.

"Some young fellows with the May 24 holiday coming up may think this is something to make a little extra noise with," said Mr. Huntington.

The shed door had been pried open with a crowbar after the lock had failed to budge, he said. Other cases of torpedoes were untouched.

CP workers use the torpedoes to stop trains when men are working on the track. A pair of torpedoes on contact with a moving train explode with a loud noise warning trainmen to stop the train.

Gov't to do cost study of Ottawa area GO-train

By MIKE GILLESPIE Journal Toronto Bureau TORONTO (Staff) - The provincial department of transportation and communications has agreed to carry out a cost survey of operating a high-speed GO-Train service from Almonte, Carleton Place and Smiths Falls into Ottawa.

The proposal, which Lanark MPP Doug Wiseman is pioneering as a possible solution to a growing commuter congestion problem facing Valley commuters to Ottawa, has been described as the key to a revitalization of the numerous "bedroom towns" west of the capital.

Initial indications, however, from similar surveys taken in other areas, are that it could cost commuters as much as \$4 a day return to travel into the city - if they lived in Smiths Falls.

In the Metro Toronto area, GO-Train service costs commuters about 4 cents per passenger mile.

If the service was to cost as much in the Ottawa Valley, Carleton Place and Almonte commuters would pay more than \$2.50 a day return to travel downtown.

"Those costs to Smiths Falls might kill the proposal right there," Mr. Wiseman said Monday. The MPP said many residents from that town are involved in car pools which often cost even less than the service bus lines can provide.

The MPP says, however, that such a system could be a lifesaver to the federal government in view of its plans to build a satellite city for 60,000 southeast of Ottawa.

By supporting a GO-Train service west of the capital, the revitalized rural communities could easily handle the population envisaged for the new satellite community.

"Not only would it help the federal government, though," said Mr. Wiseman, "it could also give a lot of people a chance to live in a smaller community and lot do want to try it."

The MPP said a major segment of the labor force in Smiths Falls, Carleton Place and Almonte commute to jobs in the city every day. But every day the problems related to just getting to their jobs are increasing with the rush-hour chaos in downtown Ottawa.

The importance of planning a GO-Train service immediately is obvious, says Mr. Wiseman, since plans will soon be underway for a rapid transit system in the city and the GO-Train would have to be linked into such a scheme.

The MPP says three or four trains could run during the rush hours, making stops at such centres as Carp, Stittsville and Kanata. Arnprior could also be linked into the system too, he feels.

A fast train service between Ottawa and the rural towns would also coax far more city-residents out into the country for recreation- bringing far more tourist dollars into small town coffers, says Mr. Wiseman.

31/05/1973 *Ottawa Citizen**Kingston (CN)*

Canadian National's Turbo train

New and better Turbo train ready

TORONTO (CP) A new and more powerful edition of the trouble-plagued Turbo train. will appear on the Canadian National Railways' Toronto-Montreal passenger route starting June 22.

J. H. Richer, CNR executive vice-president, said the newly designed Turbo is longer than its predecessor and "extensive modifications have been made to ensure a high standard of performance and easier maintenance."

Three such trains will be placed in service, each nine cars long and each with a passenger capacity of 372. The Turbo trains will leave Toronto and Montreal daily at 4:30 p.m. EDT and arrive at their destinations four hours and 10 minutes later. They will replace the afternoon Rapido trains, and will make intermediate stops at suburban Guildwood and Dorval, just outside Montreal.

CNR said the three new Turbos have completed 13,000 miles of operating tests and have reached maximum track speed of 95 miles an hour. Average speed will be just more than 60 miles an hour.

The Turbo, a much-celebrated addition to the CNR service, was yanked off the track Feb. 1, 1971, for modifications after a series of problems.

Since then, United Aircraft of Canada Ltd., designer of the train, has been working on an improvement program in which transmissions have been made interchangeable and new suspension guidance arms installed.

The Turbo made its initial appearance in December, 1968, almost two years behind schedule. Just 28 days later it was removed from service after a series of mechanical breakdowns, frozen toilets and other malfunctions.

A press preview run of the Turbo ended abruptly, near Kingston, Ontario, when the train collided with a truck hauling beef carcasses,

13/06/1973 *Ottawa Citizen**Beachburg**Norway Bay*

Car-train crash at Norway Bay kills 3 children .

NORWAY BAY (Special) -- A car-train crash Tuesday claimed three lives when a car driven by Mrs. Maurice Jobin, 30, was struck by a CNR train at an unprotected level crossing on the main line about a mile from her home here.

Dead are Pierrette Lauin, 15, and Ricky Proulx, 15, Mrs. Jobin's foster children, and a companion, Anne Poole, 14, daughter of Mr. and Mrs. John Poole of Ottawa.

The three were killed instantly when the car was thrown 150 feet by the impact of the collision. Mrs. Jobin was thrown, still seat-belted, clear of the car with part of the front seat She is in satisfactory condition in Ottawa Civic Hospital suffering from a fractured right clavicle, a punctured lung and first and second degree burns.

Mrs. Jobin was travelling west on a road parallel to the tracks when she turned north into the path of the west-bound train. Witnesses said she seemed to hesitate as the car approached the tracks, but apparently didn't hear the train's warning whistle.

13/06/1973 *Ottawa Citizen**Cornwall**Boundary Road*

Train-car crash kills woman, 31

CORNWALL (Staff) Margot Copeland, 31, died in Cornwall General Hospital shortly after the small car she was driving collided with a CP train at a level crossing on Boundary. Road here.

The collision occurred at 3:20 p.m. A Cornwall police spokesman said trains used the secondary line "once in a blue moon" and that the crossing was not marked with lights, warning signals or barriers.

Bus driver Dru Allen fastened his seat belt, closed the door of and headed for Casselman with his load of 44 nursery schoolers.

They were off to meet a new experience: their first train ride. They would board the Montreal-Ottawa train at Casselman, for the ride back to Ottawa.

"I know all about trains," announced a four-year-old. "They're very big and they have engines made of diesel. People can eat on trains or sleep on trains or do anything they want."

The field trip was arranged by Arlene Harrison, mother of one of the pre-schoolers and program director of Merivale Co-operative Nursery School Before its too late

Mrs. Harrison wanted the children to experience a train ride while it was still possible in Canada. "In a couple of years there may not be any passenger trains left," she figures.

About a dozen mothers went along as supervisors, bringing the ratio to something like four to one. "We really don't anticipate any discipline problems," said teacher Betty Yost. "The children have been on field trips before and they know they are expected to stay together."

"They behave a lot better for us than they do for their own mothers, most of the time," said one of the supervisors. "At this age they're terrific," added another. "It's when they get into school they think they know everything."

Clutching peanut butter sandwiches and cookies, the three-and-four-year-olds climbed aboard their bus at 10 o'clock Wednesday morning, arriving at Casselman at 11.15. Everybody trooped into a small local park for races, games and a picnic lunch.

"My mother gave me suckers for the trip," a small boy advised the little girl beside him. Her face fell. "but I'll give you one," he promised, and everything was fine again.

Tourists in Casselman

After the picnic the children had a look around Casselman (pop. 1,200), then headed for the station. The big moment was near.

The Casselman station attendants lined up the passengers in rows on the benches, and put on a great show. "Just like in the old days," one of the women put it.

Then the train rolled in and the children trooped on board their special coach, crowding towards the windows as it began to move off. When they found they could walk while the train was in motion they swaggered to the back of the coach to watch the tracks slip by.

"Trains go fast," was the pronouncement of traveller Joanne Helmer. "The best part was when they let us look out at the tracks."

Joanne's mother, Pat, was almost as impressed as her daughter. "I'd never been on a train before," she admitted. "I grew up in the country and never had the opportunity. The trip was just great."

The train pulled into Ottawa at 2 p.m. Some of the children were tired but most still had lots of energy for whatever further adventures the day might bring.

Satisfied customers

The adults were in good spirits too. "It was an excellent trip," said Mrs. Harrison. "The children behaved themselves and the CN men were just great. Things couldn't have gone better."

Back at Ottawa's Union Station a one-man welcoming party awaited the adventurers. Said bus driver Allen, "This is the biggest family I've ever met at a train station."

Super train's back

Turbo finally passes its rail test

Turbo, the problem-plagued, CNR "supertrain," is back on the rails five years and two false starts after it was first introduced.

Heralded in 1968 as the ultimate in rail travel, Turbo will begin daily runs between Montreal and Toronto this Friday, clipping 50 minutes off the usual five-hour trip.

The 120-mile-an-hour CN Turbo made a successful demonstration run from Montreal to Brockville Tuesday showing speed and comfort that is truly an improvement over standard rail travel.

A second demonstration run yesterday took newsmen from Toronto to Belleville, the same run which in 1968 ended in a collision with a meat truck at a level crossing near Kingston.

The train Tuesday hit a top speed of 97 m.p.h., as compared to the average 67 m.p.h. attained by the conventional diesel-hauled Rapido.

Turbo was taken out of service in February, 1971, after Canadian winters did their worst and froze the train's hydraulic suspension system and caused shorts in the electrical system.

After about 120 modifications, Turbo is ready for full-time operations. The train is longer and more powerful, and can now accommodate about 370 passengers.

Turbo is fired by five 520-horsepower turbine engines which can be changed within two hours.

Turbo will replace the 4.30 p.m. Rapido run from Montreal, and will go non-stop to Toronto.

A ticket on supertrain costs \$3 more than the usual ticket for the club car and \$2 more for coach accommodations. This puts the cost of club fare at \$25.50, which includes a meal, and the cost of coach fare on a red day at \$13.50.

This compares to the Montreal-Toronto air fare of \$30. The new Turbo is composed of nine cars and is considerably heavier than the first-introduced model.

CN is renting Turbo from United Aircraft of Canada who developed the train on a three-year lease with the option to buy if the once-jinxed train proves itself.

A CN spokesman said customers are willing to pay the extra cost to get to and from Montreal 50 minutes earlier. He said all seats are sold out already for the first passenger service run Friday.

The NCC earlier announced plans to operate a tourist train from Hull to Wakefield this summer. But the CP Rail tracks were blitzed by the same landslide that undermined Highway 11 last month.

Just what will be done to restore the tracks is uncertain, NCC sources said. The CPR used the tracks once a week on a Hull-Maniwaki trip.

"There's some chance our train might be able to run by the fall," the NCC said, "but it's doubtful."

The NCC is uncertain when the Wakefield bread project will be launched. The mill itself is ready to go, but negotiations for the adjacent property are dragging.

Plans eventually call for a tie-in between the train ride and the MacLaren mill operation.

"We are hopeful everything will be off the ground by next summer," sources said.

TROUBLE STILL DOGGING CNs TURBO TRAIN

MONTREAL (CP) Canadian National launched its high-speed Montreal-Toronto turbotrain Friday for the third time and encountered troubles again.

Passengers had an unscheduled 35-minute stop in Cornwall after the lights went off and the airconditioning failed. The turbotrain continued for the rest of the trip with one engine closed down.

The train made the 337-mile run in five hours and six minutes, 56 minutes behind schedule.

Tickets for Friday's run to Toronto were sold out a week in advance.

Trouble hits turbo again

TORONTO (CP) - Trouble hit the Canadian National's Montreal-Toronto turbo train again Saturday.

Twenty minutes out of Montreal, a signal indicated the new train's brakes had seized.

"We knew they hadn't seized but you just can't take chances," said information officer John Noel. "We had to clear the train."

Passengers were transferred to a diesel-powered train and arrived here two hours and 20 minutes late.

Trainload of memories

CARLETON PLACE (Special) Local residents will be waiting for one particular train to arrive next weekend with more than the ordinary feeling of excitement. For the train - which pulls in at 11.45 a.m. next Sunday and Monday - will be drawn by a steam engine, and for older residents, it will, bring back memories of their days with the Canadian Pacific Railway.

Many Carleton Place natives spent their lives working for the CPR.

The old train will carry 300 passengers from Ottawa for a three-hour stay in Carleton Place.

Once here, visitors will be entertained by a guided tour of the town swimming at Riverside Park, old-time music and other features.

A carnival will also be held in the town park here over the Canada Day weekend.

The train service, co-organized by the National Capital Commission and locomotive buffs, will make the trip every Sunday during the summer.

26/06/1973 *Ottawa Citizen**Carleton Place*

NCC's little engine that will

They thought it could, they thought it could, they thought it could.

But the big old steam engine the National Capital Commission selected to inaugurate a 1973 tourist run to Wakefield couldn't because of a track washout.

The NCC has a little engine that can - and will, starting Sunday - make weekly runs to Carleton Place and back.

The 1912 steam locomotive owned and restored by the Ontario Rail Association in Brampton will leave on its first run at 10.30 a.m. Sunday, arriving in Carleton Place at 11.30.

After a two-hour layover there, the five-car train will be back in Ottawa by 3.15 p.m. It can take 250 passengers at a time, at \$5 for adults and \$3 for children.

Tickets are available at the information kiosk in Confederation Square. Special trips will be made Monday and Labor Day, Sept. 3.

26/06/1973 *Ottawa Journal**Kingston (CN)*

2 of 3 turbos out of action

TORONTO (CP) - Only four days after Canadian National Railways' Montreal-Toronto Turbo train returned to regular service, CN announced Monday that two scheduled Turbo trips have been cancelled.

Two of CN's three, trouble-plagued trains suffered serious breakdowns during the weekend and have been towed into Montreal shops for repairs.

"We are naturally disappointed and surprised, too, after the excellent performances of Turbo following months of tests," a CN spokesman said Monday.

CN has replaced today's scheduled Turbo trip leaving Montreal this afternoon with a conventional train which takes about 90 minutes longer. The Turbo leaving here Wednesday also has been replaced with a conventional train.

The Turbos, scheduled to make the 400-mile trip in four hours, 10 minutes, are owned by United Aircraft and leased to CN, which has the option to buy them after three years of operation.

Friday, the Turbo from Montreal experienced a failure in its air conditioning and lighting system that delayed the trip 56 minutes.

Saturday, 315 passengers had to be transferred to a regular train after the Turbo came to a halt shortly after leaving Montreal.

Then, on Sunday, the Turbo from Toronto reached Cornwall before breaking down and forcing more than 300 passengers to transfer to a special backup train which got them to Montreal one hour and 10 minutes late.

Some officials have speculated that perhaps the capacity crowds which have filled the trains since their return to service have been too much of a strain on them.

28/06/1973 *Ottawa Journal**Beachburg**Brent*

Derailment forces CN to reroute

PEMBROKE (Staff) - It will be about two days before stretch of Canadian National Railways track 80 miles west of here is back in service following the derailment Tuesday night of CNR's Trans-Continental. Two locomotives, a baggage car and two passenger coaches left the track near Brent in Algonquin Park but remained up right. A woman passenger was taken to hospital in Pembroke with slight injuries. About 600 feet of track were damaged, in the derailment, which apparently was caused by a washout following a violent electrical storm earlier in the day. Trains are being rerouted along a CP Rail line.

29/06/1973 *Ottawa Journal**Beachburg**Brent*

TRAIN DERAILED PEMBROKE Canadian National Railways has been forced to reroute trains in Algonquin Park following following a derailment Tuesday about 80 miles west of Pembroke. Repairs were expected to be completed today. The derailment was caused by a washout following a storm earlier in the day. One woman passenger was treated for shock in Pembroke hospital. (CP Journal wirephoto)

Another NCC success

His face withheld those blatant grins of triumphant self-satisfaction, but Dave McIntosh must have felt well, extremely comfortable when old 1057 slowed to a halt at journey's end Sunday.

The run had been flawless, on time no less, and the National Capital Commission celebrated another success in its cause to maximize leisure.

Mr. McIntosh, officiously titled adviser to communications policy for the NCC had supervised the year-long effort in pulling it off. A little self-aggrandizement seemed not at all out of context.

About a week ago, St. Jean Baptiste Day to be exact, he was still out looking for wood to fire the restored 61-year-old engine.

Then, too, there was the problem of finding the anthracite coal. It was finally imported from West Virginia.

A train. Most of all the NCC needed a train. Thanks to the Ontario Rail Association, it was able to rent old 1057 and five cars, which would do the trick nicely. \$30,000 deficit

If the initial success of the summer excursions continues, the NCC next year will use locomotive 1201 now being restored for the National Museum of Science and Technology. In addition, the NCC will have to purchase its own cars.

The experimental operation will run a deficit of around \$30,000, estimated Mr. McIntosh, despite the income from tickets at \$5 each. Some \$50,000 from the operating budget set up the project.

Whoo Whoo. Toot returns to railroad

By Paul Workman Citizen staff writer

Morning sunlight danced a bit of a jig on the stubby black smoke stack of old 1057. With gusto, the engine belched great clouds of steam as onlookers admired her vintage sleekness.

The 1912 locomotive, christened Port Credit 1057, was about to make its first of many summer excursions to Carleton Place. The round-trip train rides, leaving Ottawa station every Sunday morning and returning by mid-afternoon, are sponsored by the National Capital Commission.

If an engine could grunt happiness, old 1057 surely would have done so as its load of about 300 passengers boarded the seven cars in two. Instead, long, reminiscent blasts of the steam whistle sounded her worth.

Watchdog crew

Up front, the volunteer watchdog crew from the Bytown Railway Society jumped into the baggage car for the hour-and-a-quarter ride. At the end of the line, the dignitaries, among them, Urban Affairs Minister Basford, his wife and son, took their places in the posh, carpeted [sic] VIP coach.

Right on time, bellowing a thick cloud of black sooty smoke, the refurbished relic eased its way out of the yard.

As it passed through the countryside at a steady 25 miles per hour, the curious lined back yards and railway crossings to watch the procession chug by. Herds of cattle ran frightened as the whistle screeched.

The locomotive and cars used on the trip belong to the Ontario Rail Association and have been rented by the NCC for the summer.

No. 1057 was built in December, 1912, by the Montreal Locomotive Works and spent most of her days in Northern Ontario hauling for the CPR out of North Bay, Sudbury, Schreiber and Mactier. In 1956, she was transferred to southern Ontario and finally retired - pushed out by the Diesel age in 1960, after grubbing around the yards at Havelock, Ont.

She was sold to the Regal Stationery Co. in Toronto and remained there for 10 years until bought by H.W. Hansen of Chicago. The Ontario Rail Association purchased her from Mr. Hansen this year for part of a typical 1930's branchline railway they're setting up at Georgetown, Ont.

The cars in the train, painted in the old maroon of the CPR, glory in such names as Chinguacousy, Esquesing, Glen Williams, Terra Cotta and Credit. Forks. They were built between 1919 and 1930.

The 31.8-mile route to Carleton Place is in itself a casual history lesson. It passes the home of Captain Bradish Billings, built in 1826, now within city limits but originally a half-day's ride away by horse; Bells Corners, an important stop to the military settlement at Richmond; and Stittsville where some of the stone for the Parliament Buildings was quarried.

The coach riders enjoyed it immensely. Wearing his gray-striped engineer's hat, Mr. Basford suggested Canada's two leading railways should go back to steam.

He and the other special guests Carleton Place Mayor Eldon Henderson, MPs and NCC officials stood on the rear platform waving gaily to hundreds of people as 1057 ambled by. It was a sentimental journey for Mr. Henderson. He was fireman on the very same 1057 years ago out of Galt.

At Carleton Place a good 750 of the townsfolk were waiting to greet the train. They entertained during the two-hour layover with a show of antique cars, a country and western trio and an old steamer of their own.

After replenishing her water supply and turning around on the wye, 1057 started back for Ottawa station right on time.

Up front in the baggage car, without soft chairs and iced drinks to pass the time, the half-dozen Bytown Railway Society members were titillated by the trip.

Their job as train marshals had been relatively easy, since a regular crew of CPR engineers, firemen and brakemen had commandeered the locomotive.

No it was just a dandy day to enjoy a hobby.

"It's like a dress rehearsal," said 46-year-old Al Craig. "If it's a shambles, the play will be all right."

Work of art

He'd been up since 6.30 that morning lending a hand to fire the engine. He insists he's one of the "nutty" ones.

The closest he ever came to working on a train was loading 60-pound containers of fish onto cars in Winnipeg years ago. But to him, a train, especially a train like the 1057, is art.

The whistle blows. "Music," said Mr. Craig showing lots of grin.

"We real nutty ones have records of those things. Sit in the living room and listen to them. Drives the wife up the wall.

"I've got a terrific record called Steam Under Thundering Skies. It was taken down in Tennessee in February, 1960."

A measure of scepticism must have been showing. "You just can't imagine anybody sitting and listening to that, eh?" said Mr. Craig. "When you're a railroad nut, you're a real nut."

Railwayman's Heaven

Engine 1057 on the Carleton Place run

By CATHY McKERCHER Engine Number 1057 205,000 tons of coal-burning, puffing and chugging steel brought the age of steam back to the Ottawa Valley during the weekend.

Dubbed the Mississippi Express, old 1057 and seven cars made the inaugural run of the National Capital Commission's weekly summer excursion.

More than 275 persons crowded the platform of the Ottawa Station at 10.30 a.m. Sunday in spite of the gloomy weather to climb on board for the hour-long ride to Carleton Place.

The ride was repeated Monday.

The vintage 1912 locomotive pulled five public and two private cars along the tracks at a sedate 25 m.p.h., chugging impressively and blowing its whistle at every crossing.

Passengers leaned out the windows to wave and smile at the crowds that lined the tracks at every settlement, even enjoying the thick black smoke from the engine which sent soot into every part of the train.

And as the engine picked up speed, so did the sun.

Residents of Carleton Place came out in full force, to greet the train as it pulled into the station, many recalling the days when the town was one of the major stops on the CP Rail route.

"We're all very excited about this," said Mayor Eldon Henderson in a welcoming speech to the passengers.

Urban Affairs Minister Ron Basford, the guest of honor of the trip, replied that he had had "a wonderful time."

"This will be the first of many successful runs," he said.

To the last time Mr. Basford rode on a steam train was when he was a child in Manitoba about the same age as his four-year-old son Daniel who came along the ride.

Passengers and residents alike celebrated the train's arrival by listening to an old-time fiddler, watching antique car and farm machinery displays, buying balloons for the children, and taking bus tours from the station to swim at Riverside Park.

Mr. Basford, NCC and CP Rail officials and special guests ate lunch on the train, in a 1927 "director's day car" named the Mount Stephen.

CP Rail official Dave Peters said the car which was panelled in Russian Walnut and fitted with a bar and balcony at the rear cost \$74,000 when it was built and is worth more than \$500,000 today.

It was taken out of storage for Sunday's trip, along with an antique "business car" complete with brass beds to rest on during the return trip to Ottawa.

The five public cars and engine 1057 are owned by the Ontario Rail Association. They were brought to Ottawa by the NCC for the Mississippi Express which will run every Sunday during the summer.

The engine, built in 1912, was used in the Algoma District until 1959, then transferred to Ontario District, based in Owen Sound. It was manned by a crew of five. The cars are the type used by Ontario railways during the 1930s not very different on the inside from ones used today. The NCC had hoped to use the historic locomotive owned by the National Museum of Science and Technology for the weekly excursions, but on inspection. It was found, to be not up to the trip.

It has been sent to rail association headquarters in Toronto to be repaired, and may not be on the tracks again until after Sept. 1.

Next summer, this NCC is planning to operate two routes for the steam trains the Mississippi Express and one to Wakefield, Que., provided public response is good. Mr. Basford says he was surprised to see the number of persons who came just to take pictures and record the sound of Sunday's train. "This just shows how popular steam engines are," he said.

The passengers certainly enjoyed the ride. Many bought souvenir postcards and engineer's hats available in one of the cars.

NCC spokesmen said, sales of tickets which cost \$5 for adults, \$3 for children, or \$15 for families, will help cover the costs of the trip

But the train will run at a loss this summer. Officials would only say this is an "undisclosed sum."

21/07/1973 *Ottawa Citizen*

Alexandria

Casselman

Three killed as CN train plows into car

CASSELMAN (Staff) Three persons died instantly Friday and three others injured Friday when the front of their car was torn off by a Montreal-Ottawa Canadian National passenger train.

The accident, at an unprotected level crossing a mile-and-a-half southeast of here, killed Rock Gauthier, 42, and his wife Fleurette, 30, of RR1. Casselman and sent their two daughters to hospital.

Five-year old Michael Tougas also died, and his brother Sylvan, 6, was slightly injured. They are the sons of Mr. and Mrs. Conrad Tougas, of Montreal Road in Orleans.

The Tougas boy and the Gauthier girls, eight-year-old Giselle and Joanne, 5, were taken to Ottawa General hospital shortly after the accident. Giselle is in critical condition, and Joanne is listed as satisfactory.

Construction workers about 800 feet from the level crossing said Mr. Gauthier, the driver of the car, started to cross the tracks even though the train was sounding its whistle and flashing its headlight.

23/07/1973 *Ottawa Citizen* *Carleton Place*

Whoo..Whoo Week four and old 1057 was jam packed

The National Capital Commission enjoyed its fourth successful weekend for the steam train excursion as 296 people rode the rails from Ottawa to Carleton Place and back.

Children, some not old enough to walk, joined adults of all ages to fill every available seat in the train.

Hundreds of people lined the 31.6-mile route waving to friends and strangers, taking pictures and standing open-mouthed as the Credit Valley Locomotive 1057 passed.

Armed with cameras and tape recorders, onlookers stood on cars, sat on roofs of houses and fences and pulled their cars off the road for a glimpse of the 61-year-old locomotive.

Greeted with waves

Children greeted the Credit Valley with waves, occasional shouting and always a smile. When the adults weren't waving, they were focusing their cameras.

A car even dared to out-toot the blasts from the vintage engine, but placed a poor second.

Blasting its whistle and bellowing clouds of black sooty smoke, the locomotive appeared incongruous as it passed newly constructed highways, \$40,000 homes with swimming pools, partly finished apartment buildings and white and green oil containers, which stand out like blisters in the level country fields.

Only the occasional weather-beaten fence and distant farms gave the feeling of riding in the early twenties.

The train travelled under roads and over highways that weren't built, let alone conceived, 60 years ago.

While all agreed the excursion was wonderful, the ride meant something special for each individual.

In comparing Sunday's ride with others she took many years ago, Vera Smith of Ottawa said: "The seats are different. They're more comfortable."

Meharu Ohlsen, a six-year-old boy who moved here with his family from Ethiopia a year ago, said: "It made me happy."

Found it fascinating

John and Margaret Simpson of Alta Vista found the ride so fascinating they are planning another in August.

"The NCC should do it every summer," suggested Mrs. Simpson.

The ride brought back memories for Mrs. Simpson travelling to Toronto in a day coach, seeing the Prairies eight times and a journey to Kingston sitting in a wicker chair.

At Carleton Place passengers were treated to music by a country and western band and a ride to Riverside Park in a school bus and a horse drawn cart for picnicking and swimming.

The train, which belongs to the Ontario Rail Association and is rented by the NCC, took passengers through Ellwood and Wass Junctions, Bells Corners, Bells Junction, Stittsville and Ashton before reaching its destination

23/07/1973 *Ottawa Citizen* *Alexandria* *Casselman*

Girl, aged 5, fourth victim of train crash

A fourth person died Sunday as a result of injuries received when the car she was riding in collided with a Canadian National Railways passenger train near Casselman Friday.

Five-year-old Joanne Gauthier of RR1 Casselman died in Ottawa General Hospital. Killed instantly in the accident were the girl's parents Rock Gauthier, 42 and his wife Fleurette, 36.

Five-year-old Michael Tongas, son of Mr. and Mrs. Conrad Tongas, of Montreal Road, Orleans, was also killed.

Sylvan Tongas, 6, escaped with minor injuries and another passenger Giselle Gauthier, 8, is reported in satisfactory condition in General Hospital.

Witnesses to the crash said the driver of the car started to cross the unprotected level crossing even though the train was sounding its whistle and flashing its headlight.

27/07/1973 *Ottawa Journal* *Carleton Place*

Excursion may be hit by strike

CARLETON PLACE (Special) Resident and town officials are hoping that the present Ontario rail strike will be over in time to allow the steam passenger excursion train to operate this Sunday.

Arrangements have already been made for a British double-decker bus to transport passengers between the station here to Riverside Park, located on the Mississippi River.

A pipe band will also be on hand to welcome passengers to Carleton Place and an orchestra playing old-time music will play at the station during the 2 1/2 hour stopover.

10/08/1973 *Ottawa Journal* *Carleton Place*

Rail strike takes steam out of NCC excursion

Sunday's steam train excursion to Carleton Place has been cancelled because of the CP-Rail strike, the National Capital Commission announced today.

Tickets purchased for this week's ride will be honored on the first train run after resumption of normal rail service, or refunds can be obtained at the place of purchase.

The excursion is run by the NCC and the National Museum of Science and Technology, but the engine is driven by CP-Rail employees.

20/08/1973 *Ottawa Citizen* *Brockville* *Bellamy*

Joanne Van Asseldonk, 19, of Addison, Ont., died instantly Sunday at 1:45 p.m. when the car in which she was travelling collided at the Bellamy crossing with the Canadian National Railways passenger train enroute from Brockville to Oshawa.

Brockville OPP are not sure whether she or her critically-injured companion, Donald George, 23, of 2981 Marcel St., Ottawa was the driver of the car.

Fuel tank split

The impact of the collision with the side of the train threw the pair clear of the car and split the diesel locomotive's fuel tank setting it on fire.

About 40 passengers were removed from the train while firemen put out the fire.

The train resumed its journey with a new engine after a 45-minute delay.

24/08/1973 *Ottawa Journal* *Carleton Place*

Steam train excursion cancelled

In light of the national rail strike, the National Capital Commission has announced it has had to cancel its steam train excursion to Carleton Place this Sunday.

An NCC spokesman said refunds on tickets may be obtained from wherever the tickets were purchased or they may be saved and used Sept 2 if the rail strike is over.

Again depending on the strike situation, the commission is planning three excursions next weekend to run on Saturday, Sunday and Monday.

Tickets are to be available Monday through Thursday next week at the National Museum of Science and Technology on St Laurent Boulevard and Friday and Saturday at the NCC information booth at Confederation Square

21/09/1973 *Ottawa Citizen*

Beachburg

Train ruins truck but three men spared

Andre Lavictoire thought he might ride the back of the truck for the return journey.

His change of mind saved his life.

Several minutes after the switch he was scrambling from the cab of the truck the only part intact after the vehicle collided with a train.

Mr. Lavictoire and his two companions escaped serious injury after the truck hit the train and landed in a 15-foot ditch at 8:45 a.m. today. Mr. Lavictoire, 22, of 2231 Walkley Rd., Lionel Trepanier, 29, of 40 Coallier St., Hull, and Brian Armstrong, of R.R. 3, Kinburn, climbed from the ditch with only minor cuts to their hands and faces.

The driver, Mr. Trepanier, said he and his companions were returning to Microsystems Ltd. on Moodie Drive after having dumped some garbage for the firm at the Nepean dump.

Brakes failed

Mr. Trepanier said they were approaching the rail crossing at 60 m.p.h. when the crossing lights flashed and the warning bells signalled. Mr. Trepanier said the truck brakes failed.

The truck slid along the shoulder of the road, rammed a post, and the right front hit the train. The truck was spun around by the impact and pushed backwards into the ditch.

Mr. Armstrong, who opened the passenger door when the brakes failed, was thrown from the vehicle by the impact. He landed in the ditch beside the truck.

Mr. Lavictoire dived for the floor of the cab.

"I had my eyes closed. I heard the glass smash and metal grind, and when I opened my eyes. I looked at Lionel and he looked at me and we asked each other if he was all right."

Mr. Lavictoire and Mr. Armstrong are Microsystems employees. They had been assigned to accompany Mr. Trepanier to the dump.

Mr. Trepanier is employed by the truck owners, Mac's Moving and Transfer.

Because the truck hit the ditch backwards the cab remained relatively intact. The rest of the vehicle was destroyed.

The train sustained engine damage but was able to proceed to the Walkley yard of Canadian National Railways.

"It's a miracle no one was hurt when you see a mess like that," said CN constable Vincent Loney.

"That's the last time I go to the dump," said Mr. Lavictoire.

29/09/1973 *Ottawa Citizen*

Beachburg

RAILWAY EXCURSION to PEMBROKE

Sunday October 14th

by Special Canadian National Train Sponsored by BYTOWN RAILWAY SOCIETY

Spend a day of leisure viewing the beautiful Ottawa Valley in its Autumn splendor.

Lv Ottawa 8.00 a.m. Arr Pembroke 11.10 a.m.

Lv Pembroke 2.00 p.m. Arr Ottawa 5.00 p.m.

Fare Adults \$9.50 Children under 12 \$5

Tickets and information from HOBBYLAND 93 O'Connor 234-7274

09/10/1973 *Ottawa Citizen*

Alexandria

Two sisters killed when their car was hit broadside by a Canadian National train Saturday near Navan were among 13 accidental deaths in the area over the holiday weekend.

Diane McWilliams, 23, and Dale Rivington, 18, both of Navan, died at a railroad crossing on the Cumberland township road.

Their car was dragged three-quarters of a mile down the tracks before the east-bound passenger train could come to a stop

09/10/1973 *Ottawa Journal*

Montreal and Ottawa

Navan

Mrs. Diane McWilliams, 23, of Navan, and her 18-year-old sister, Dale Rivington of Kingston were instantly killed Saturday just southeast of Navan when their car was struck by a CPR passenger train and dragged three-quarters of a mile down the track.

15/10/1973 *Ottawa Citizen*

Lachute

Youth hit by train in good condition

A Gatineau youth whose car was hit by a train and pushed about 1500 feet along the tracks Saturday is in good condition in Sacred Heart Hospital in Hull.

Jacques Parisien, 18, of 180 Harold St., Gatineau, said he didn't see the freight train coming. He was crossing the "tracks at Melanie Boulevard and Paiment Road in Gatineau when he was hit. His car was demolished.

19/10/1973 *Ottawa Journal*

Waltham

Aylmer

Snowmobile fatality an accident

The death of a 14-year-old, Deschenes snowmobiler last February was ruled accidental Thursday by Hull District Coroner Dr. Luc Laroche.

Regent Laflamme was killed instantly when a CPR freight train hit his snowmobile at the Pine Street crossing in Aylmer.

His friend Edgar Pariseau, also 14, told the inquest the Laflamme boy had stopped his snowmobile on the railway track, as he usually did, to check his machine when he was hit by the train.

Locomotive engineer John Gillespie said his train was travelling at 25 miles per hour at the time of the accident. He said he did not see the snowmobile on the tracks but heard a blow that led him to believe a track was broken.

He said he blew his whistle, as he always does, because he was entering a built-up area.

Young Pariseau said he did not hear the whistle but saw the accident happen since he was following his friend on another snowmobile. He immediately told the father's victim of the accident and the police were called.

Lucerne police Sgt. Jacques Sabourin told the coroner the train had stopped 1,290 feet beyond the point of impact and that the young victim had his snowmobile driver's permit.

The victim was taken to Sacred Heart Hospital where the death was judged to have been caused by a skull fracture and numerous other injuries.

2 escape unhurt as train hits car

Two people narrowly escaped injury Thursday night when their car was struck by a train at a crossing and dragged 138 feet along the tracks.

The accident occurred - shortly after 8 p.m. when a CPR freight train backing slowly into the train yard near Walkley and Sheffield Roads hit a car driven by Hugh Albert Brown, 50, of 25 Central St., Athens, Ont.

Mr. Brown, visibly shaken by his narrow escape, said he was unaware that the Walkley Road extension came to a dead end on the tracks.

"I didn't know quite where I was. I thought the road went on through, but I found out it doesn't," he said, shaking his head.

Conductor Fern Audet, who was in the caboose of the seven-car train, was the first to see the car.

"I thought it would stop, but it just kept coming across the tracks, I plugged it (stopped the train) but it takes a while to come to a complete stop," he said.

"They were lucky we were only going seven or eight, miles per hour," engineer Chester Shellhorn said.

Although neither Mr. Brown nor his passenger, Evelyn Deslauriers, of 992 Charlebois St., Ottawa, was injured, his 1970 Mercury was wrecked.

The train struck the left rear door of the car, completely caving it in and doing about \$1,800 damage.

"It's a miracle they got out of that one alive and without even a scratch," commented CPR fireman Lorne Blackburn, looking at the wrecked car.

28/11/1973 *Ottawa Journal**Kingston (CN)**Maitland*

Nitric acid plant set for Maitland

MAITLAND (Special) August A. Franck, chairman of Genstar Ltd. in Montreal has announced a \$4 million nitric acid plant will be built here.

Brockville Chemical Industries, a division of Genstar, will administer the new facilities. Construction is expected to begin in 1975. The plant will produce 500 tons of nitric acid daily.

28/11/1973 *Ottawa Citizen**Maniwaki*

Chugging ahead

Gatineau train scheme right on the rails

By Mark Van Dusen *Ottawa Citizen* staff writer The National Capital Commission's plan to put people back on the tracks to the heart of the Gatineau just like the good old days is chugging full steam ahead.

A group of railroad enthusiasts known as the Ontario Rail Association is giving engine 1201 new life in Toronto under the watchful eye of the National Museum of Science and Technology, which owns the engine.

The association was largely responsible for restoring 1057 which was leased to the NCC for runs to Carleton Place last summer.

It has also rebuilt locomotive 136 to be used in the filming of *The Last Spike*, based on the book by Pierre Bergon [sic].

Dave McIntosh, communications advisor to NCC Chairman Edgar Gallant, said that \$15,000 was set aside for the Ottawa-Wakefield run.

He said the return train trip would operate like last summer's project, charging \$5 for adults, \$3 for children under 12 and a special \$15 family rate.

The route follows Highway 11 for 25 miles along the scenic Gatineau River, An NCC-owned grist mill in Wakefield is being restored and may provide fresh bread to the anticipated onslaught of visitors.

Passenger service was discontinued in the early 60's on the CPR line which runs between Ottawa and Maniwaki. Freight trains loaded with lumber, quartz and grain ply the tracks three times a week.

George Sayer, assistant superintendent for the CPR in Ottawa, said it is one of the oldest stretches of rail in this part of the country "built long before the turn of the century."

Last May, a landslide at North Chelsea knocked out part of the highway and 250 feet of track but Mr. Sayer said the wrecked section has been rebuilt with freights resuming runs Nov. 22.

John Corby, curator of technology for the museum, said engine 1201 was the last steam engine built by the CPR.

Constructed in June, 1944, it spent most of its working life riding the rails between Montreal and Smiths Falls where it chalked up more than 1 million miles.

It survived several stays of execution and was finally bought by the museum in 1966.

Part of the problem in reconditioning the engine is replacing the boiler must withstand 200 pounds of pressure but which could give off a force of half a million horsepower if it ever exploded.

The boiler must be replaced because of its age, according to Canadian Transport Commission regulations.

With a tractive force of 34,000 pounds the amount of power the engine can supply under a full head of steam on a dry track at take-off - 1201 would be easily able to haul the six cars up the two per cent grade between Ottawa and Wakefield.

The oil-fired engine converted to run on diesel fuel is being overhauled to run on coal, which was what it was made for in the first place.

Negotiations are proceeding with the CPR for period cars with monitor-roofs and windows that open.

"There are a lot of unknown factors before the project can be realized," said Mr. Corby. "We have a few bridges to cross yet but we are very optimistic."

What about a crew to man 1201?

"That's no problem, he said. "There are still a lot of steam hands on the railroads."

06/12/1973 *Low Down to Hull and Bac* *Maniwaki**Wakefield*

Winter Work Project

The National Capital Commission is holding a railroad turntable near Peterborough.

It is expected to be shipped to Wakefield in the very near future.

The turntable will be capable of turning around a locomotive and tender. It will be installed in space opposite Orme's Bakery as a federal winter works project.

The NCC objective is to have the turntable in operation this summer when day excursion trips are to be made from Ottawa-Hull to Wakefield where the

Maclaren grist mill is to be open as a tourist attraction.

A NCC spokesman said passengers will be allowed to assist train crews when the time comes to turn the locomotive around for the return trip to Ottawa-Hull.

The NCC has earmarked \$15,000 to set up the Ottawa-Wakefield run. At this moment steam engine 1201 is being refurbished in Toronto. Its owner is the National Museum of Science and Technology.

When 1201 goes into service, its route of 25 miles will cost adults \$5, Children \$3 and a family special \$15.

Engine 1201 was built in 1944. After more than a million miles in operation it was bought in 1966 by the museum.

Its major reconditioning job involves the boiler replacement. The boiler must withstand 200 pounds pressure. It provides a tractive force of 34,000 pounds (the amount of power the engine can supply under a full head of steam on a dry track at takeoff).

This is expected to be more than enough to haul the six period-piece rail cars the NCC is negotiating to buy from the CPR. These will have monitor roofs and windows that open.

The 1201, which was converted to run on oil, is being reconverted to coal by a group of railroad enthusiasts known as the Ontario Rail Association. This group was largely responsible for restoring engine 1056 which was leased by the NCC for excursions to Smiths Falls after a land slide took out the Hull-Maniwaki line near Chelsea last May. Service on this line was only restored last week.

Colin Churcher's Note:

- 1201 was acquired from CPR as a coal burner and converted to oil for use on the Wakefield line

- 1057 was used mainly on excursions between Ottawa and Carleton Place.

Will trouble-plagued Turbo succeed this time?

Turbo rides. . . again

TORONTO (CP) - The trouble-plagued Turbo trains operated by Canadian National Railways resumed carrying passengers daily between Montreal to Toronto Monday after several months of testing.

A CN spokesman said minor brake problems caused a 17-minute delay in the scheduled four hour and 10-minute run on the trip to Toronto when the train stopped twice en route for brake adjustments. The Toronto-to-Montreal train arrived on time without incident.

First introduced in 1968, the Turbos have been recalled several times for mechanical problems.

But CN isn't giving up even if this set of two-a-day runs should prove another false start, said public relations officer Maurice Simms.

"Despite all it's problems, it's very promising."

He said the trains have been "performing well" on a week of test runs carrying CN personnel.

The two daily runs one in each direction now supplement regular schedules and are aimed at reducing some of the Christmas load, he said.

But if Turbo proves itself this time, it might replace two Rapido trains between the two cities in the new year.

Terrific Turbo

Financial Times News Service

MONTREAL Yes, it is working. The temperamental Turbo has been put back into service between Montreal and Toronto and so far it has been behaving.

Canadian National Railways re-introduced the super-fast train on Dec. 17 and since then it has not been more than 10 minutes late.

CN is now running the Turbo with passengers as part of a three-year program to evaluate its performance and cost also to accommodate the 'holiday rush. If all keeps going well the Turbo will be put into regular service on Jan. 10.

The railway leases three Turbo trains from United Aircraft of Canada Ltd.; two are being used and one is a back-up.

The Turbo was first introduced Dec. 12, 1968, as part of CN's effort to compete with the airlines, and , was in and out of service until Feb. 1, 1971. At that time it was hauled off the tracks and extensively modified by United Aircraft.

In June of that year, the refitted Turbos were returned to service but whisked to and fro for only one week then encountered air conditioning and lubrication problems.

The Turbo leaves Montreal and Toronto every day at 4:30 p.m. and takes four hours and 10 minutes to reach its destination; 50 minutes less than the Rapido,

CN's current express train on the Montreal-Toronto run.

CN offers passengers two fares on the Turbo; club car, \$24 one way with a meal but no free liquor; coach, with fares ranging from \$12.60 to \$16.50 and no meal.