

Local Railway Items from Area Papers - 1974

14/01/1974

Ottawa Citizen

Belleville

Glen Tay

Family has close escape

PERTH (Special) - A Perth woman and her two children escaped from their car Friday moments before it was hit by an eastbound CP Rail freight train on a levels crossing at Glen Tay, four miles west of here.

Mrs. Gillian Lewis of RR 4, Perth told police her car stalled on the tracks just as she noticed a train approaching from around a bend; there was barely time to escape," she said.

Her 1969 station wagon was demolished.

21/01/1974

Ottawa Journal

Winchester

Bedell

Two battered diesels sit in rubble and bowled-over saplings 200 yards from track

(CP-Staff Photo) 37-car pile-up near Kemptville

rains moving again after derailment

KEMPTVILLE (Special) Service on CP Rail's main line between Montreal and Smiths Falls was restored Sunday following a 37 car pile-up between two freight trains late Friday. No one was injured in the wreck which was believed to be caused by a broken axle on a box car of regular west bound freight train number 903.

The crew, all Smiths Falls men, escaped injury. They were engineers G. E. Moore and H. B. Halpenney and conductors Len Agnew and Mike Andre.

The pile-up occurred near Bell Crossing near here. Giant CP railway cranes had cleared the double section of track by 1.30 p.m. Sunday.

Mail cars were piled 40 feet high along the double track after a box car on the west bound freight train jumped the tracks and slammed into the side of the diesel of an east bound "extra." Both trains were of about one hundred cars.

One car which isolated from the others caught fire and burned itself out, police said. The diesel that was struck hurtled into a field two hundred yards from the track.

A half-mile of track was ripped up by the derailment. Most of the cars carried groceries, groceries, dry goods and auto parts.

21/01/1974

Ottawa Citizen

Winchester

Bedell

Instant siding skirts Kemptville derailment

CP rail crews worked weekend to get train service restored in the Kemptville area where a Friday night freight went off the rails. The crews built new track section around the wreckage, then started clearing the wreckage which was 30 feet high on some sections of the torn-up track. Steam cranes were brought in to lift damaged cars. No one was injured in the derailment. Damage was estimated at more than \$2.5 million. Service was restored Sunday.

Trains Rolling Again

KEMPTVILLE (Special)-Only 39 hours after the derailment here Friday night, CP Rail freight 904 crept through the wreckage of \$2.5 million worth of rolling stock.

Crews working around the clock in freezing temperatures since early Saturday had cleared a single track through the remains of 50 derailed cars.

The accident occurred at 11 p.m. Friday when cars from a 67-car westbound freight toppled into a six-car eastbound train on parallel tracks about one and a half miles south of here.

The engineer of the eastbound train, Fergie Moore, had just hit his brakes when the accident occurred.

"He saw a boxcar fly across the tracks in front of him," said Dick Bradley, who lives near the wreck site. "He told me that one went right over the diesel."

Mr. Moore and his fireman found themselves, only slightly scratched, under 50-feet of derailed cars, and had to crawl out a window and make their way to the surface.

"Most of the men were really shaken," said Mr. Bradley, whose home became a refuge for the train crews. "They couldn't believe they'd lived through it, especially when they got outside and saw how bad it was.

Two auxiliary cranes will remain on the scene of the wreck for the next week or so until the remains are completely removed.

CP Railway policemen said the trains were carrying mainly bulk cargoes.

They have been hard-pressed to keep spectators away from the tracks, covered with dill pickles, cotton, asbestos and tomatoes, where the repair crews are working.

It will probably take two weeks for the parallel lines to become operational again. Six switches were destroyed along with the several hundred yards of track, which adds to the estimated repair time.

23/01/1974

Ottawa Citizen

Kingston (CN)

Another Turbo train added

TORONTO (CP) Canadian National Railways says its Turbo train service between Toronto and Montreal is so successful that another train has been added to the run.

Yvonne Moss, general manager of passenger sales, said Tuesday the Turbo trips have frequently been sold out during the last month. The train has performed with total reliability since it was reintroduced to service before Christmas, she added,

CN is adding another trip by its Rapido trains which will depart both Toronto and Montreal Friday and Sundays about 4:30 p.m.

23/01/1974

Ottawa Citizen

Chalk River

Meath

Car hits train woman killed

PEMBROKE-Violet Badour, 59, was killed instantly when a small compact car struck a Canadian Pacific Snowplow train at Meath, 11 miles east of Pembroke on Highway 17, Tuesday. Driver of the car was Edward Badour, 65, who is in critical condition in Pembroke General Hospital. Both are from Dacre.

04/02/1974

Ottawa Citizen

Beachburg

Woodlawn man killed by train

A car-train collision Saturday on RR9, near Constance Bay, claimed the life of a 29-year-old Woodlawn area man.

Dead is Larry Fletcher of RR 2, Woodlawn..

Ottawa OPP said the collision occurred about 9.31 a.m. at the Malwood Crossing - about two miles north of Kennedy's Corners on the Constance Bay Road.

Police said the car driven by Mr. Fletcher struck a west-bound Canadian National freight.

The victim's car was thrown about 150 feet into a ditch by the freight, pinning him in the wreckage.

Coroner Dr. W. T. Kendall will decide if an inquest is to be held.

Constable Pierre Bernier is investigating the accident

None of the 70-car freight was derailed and no injuries were reported among the train crew.

No one injured in Kingston derailment

There were no injuries when nine Canadian National Railway freight cars and three Diesel engines derailed just outside the Kingston station early today. The wreckage was cleared by 9.30 a.m. to allow a clear run for trains between Montreal and Toronto. The derailment occurred on a curved portion of track, no cause was given. Some of the freight cars were carrying appliances.

11/02/1974 *Ottawa Citizen**Kingston (CN)*

Derailed Freight Cleared

KINGSTON, Ont. (CP) Canadian National Railways main-line traffic between Toronto and Montreal returned to normal today as work crews cleared a blockage on the eastbound track caused by a freight derailment Sunday night.

Eastbound trains were being rerouted over an auxiliary track through Kingston as crews restored the main line after nine freight cars and three diesel engines left the track at Kingston station. Westbound traffic continued normal.

No one was injured when the rolling stock left the tracks at about 20 miles an hour. There was no estimate of property damage. CN officials said the cause had not yet been determined but a broken rail was suspected.

18/02/1974 *Ottawa Citizen**Buckingham*

Another train trip in the offing

Train buffs and snow fanciers will have another opportunity to get their fill of both Sunday when the Bytown Railway Society sponsors another winter rail excursion.

A chartered CP Rail train will leave Ottawa Station at noon and travel to Gatineau, Masson and Buckingham, Quebec. The train will stop long enough in Buckingham to allow passengers to see the town.

The train will return to Ottawa at 5 p.m. Tickets are \$7.50 for adults and \$5 for children between the ages of five and 12, and are available at Hobbyland, 93 O'Connor Street.

04/03/1974 *Ottawa Citizen**Chalk River**Renfrew*

Train hits car couple injured

RENFREW (Special) A Renfrew couple were reported in satisfactory condition in Renfrew Victoria Hospital after their car was struck by a freight train Saturday.

Chester F. Roberts, 59, and his 54-year-old wife, Hazel, had just turned onto Munroe Avenue from a service station and started to cross the tracks when the slow-moving westbound freight hit their car.

The car was carried about 310 feet before being pushed aside by the train. Mr. Roberts suffered fractured ribs and cuts and his wife sustained cuts and bruises.

The car was demolished but the train was undamaged.

Ottawa Journal same date

Renfrew couple escapes death RENFREW (Special) - A Renfrew couple escaped with minor injuries Saturday when their car was struck and demolished by a CPR freight train.

Chester Roberts, 59, and his wife Hazel of 478 Fortington St. were taken to Victoria Hospital where they were kept over the weekend.

The accident happened at 11 a.m. at the Munro Street crossing and the car was carried 300 feet from the point of impact.

26/04/1974 *Ottawa Citizen**Beachburg**Merivale Road*

CN Train slices tractor trailer driver escapes without a scratch

A 19-year old truck driver miraculously escaped injury today when his tractor trailer was sliced in half by a CN train in a "bad dream" accident. Rejean LaFrance 29, was driving along Merivale Road when the cab of his truck was knocked clear by a CN passenger train at a crossing near Capital Drive. Lucien Turpin, 30, who was driving another truck at the time said "I was driving in front of my friend about 6-10 this morning when 25 feet away from the crossing the red light started to flash.

"It was too close to apply my brakes. I thought about braking but it was impossible to stop in time and I didn't want to stop my friend behind me.

"I looked in my rear mirror, saw the train coming and then half of the truck flying away."

He said his friend remained in the cab section of the trailer at all times, and that when he went to check on him "He didn't have a scratch on him."

When asked if he saw the train coming, Mr. Turpin said, "All I saw was the lights and the train in my side mirror."

By 8 a.m. the two halves of the truck had been hauled away and all that was left were the bales of paper strewn for about a fifth of a mile along the wreck.

No one in the train was injured.

Tractor-trailer sliced by train.

A tractor-trailer was sliced in half today in a collision with a CN passenger train at a crossing on Merivale Road at Capital Drive in Nepean. Truck driver Rejean LaFrance, employed by Thurso Pulp and Paper Co., jumped to safety and no one was hurt on the train.

Citizen photos by Barry Gravelle

07/05/1974 *Ottawa Citizen**Belleville**Perth*

Train derails in Perth, 8 cars lost

PERTH (Special) A 43 car CP freight train enroute from Smiths Falls to Toronto, derailed losing eight cars at the North street crossing in Perth at 5.30 p.m. Monday.

No one was injured.

A spokesman said that one of the rear cars lost an axle in one its wheels causing it to miss a switch and skip the track.

Day DiFruseoi, a CPR road master said a 30 man crew would work "around the clock" to have the west track opened by noon.

It is expected to take three days to clear the east rail.

Meanwhile the rail traffic has been rerouted over CNR tracks from Smiths Falls to Brighton then back on to CPR rails to Toronto.

The eight cars carried newsprint.

07/05/1974 *Ottawa Journal**Belleville**Perth*

Boxcars upse at Perth

t PERTH (Special) ; The CPR two mainlines between Toronto and Montreal were blocked Monday when eight cars of a westbound freight train were derailed near the Norm Street crossing in Perth about 6.30 p.m.

Railway officials said a said a [sic] burned out journal in one of the wheels was the cause of the accident. There were no injuries in the mishap.

The derailed cars, loaded with newsprint, were near the rear of the 150-car freight. The last two cars and the caboose stayed on the track.

Ray DiFrischi, roadmaster for CPR, said it was expected the westbound track would be opened to traffic today but the eastbound track will not be open for two or three days.

When the derailed cars crossed into the eastbound track more than 100 yards of track were ripped up and two cars toppled into a 10-foot ditch, and a large hole, four-feet deep, was gouged between the tracks.

The box car that caused the accident came to rest partially off the track, 300 yards from the derailment.

Work crews from Smiths Falls, Perth and Belleville are on the scene repairing the damage.

08/05/1974 *Ottawa Journal*

Belleville

Perth

Canadian Pacific work crews are still at work in Perth clearing rubble and righting box cars overturned in a derailment Monday. The westbound track has been opened, but some repair work remains to be done. The eastbound track through town is still closed. Three box cars of eight which flipped off the track are still in a nearby ditch. CPR officials blamed a burnt-out journal in one box car for the derailment. There were no injuries.

23/05/1974 *Ottawa Journal*

Kingston (CN)

Maitland

Chemical plant expansion announced

MONTREAL (Special) -Genstar Limited has announced a \$2 million expansion of ammonium ' nitrate , manufacturing facilities at its Brockville chemical division plant in Maitland, Ont.

The program includes installation of new production, equipment, warehouse space and storage tank for completion in the third quarter of 197S.

Ammonium nitrate liquid production will be increased by 120,000 tons a year and production of prills by 53,000 tons per year, effectively doubling present capacity.

This new production capacity will help Brockville meet the increasing demand for agricultural fertilizers in Eastern Canada

05/06/1974 *Ottawa Citizen*

Chalk River

Almonte

With picture

ALMONTE (Staff) The last 16 cars of a CP Rail freight train jumped the track while crossing a bridge and smashed into a flour warehouse here early today. The derailment caused extensive damage but no injuries.

The end of the 73-car north-bound train swung off the track at 3.35 a.m. walloping a warehouse adjacent to the Almonte Flour Company mill.

Two empty tank cars tumbled into the Mississippi River. Few of the derailed cars were carrying freight, a CP Rail spokesman said.

The wayward train uprooted more than 800 feet of track and blocked Highway 44, the town's main traffic artery. The highway remains closed today as work crews struggle to clear away the wreckage.

The warehouse, constructed in 1820, is a local landmark near the centre of town. It was vacant when the accident occurred.

Mill manager Jack Harris described the accident as spectacular. "Incredibly, no one was hurt," he said.

The train was making its regular run between Chalk River and Smiths Falls. The two CP trains scheduled to pass through Almonte today will be rerouted over CN tracks, the CP spokesman said.

CP Rail is investigating the derailment but has not yet determined the cause. Damage has not been estimated.

10/06/1974 *Ottawa Journal*

Kingston (CN)

Freight derailment BROCKVILLE, Ont (CP) Mainline traffic between here and Montreal was resumed Sunday after being halted for about 20 hours by the derailment of 17 cars of a Canadian National Railways freight train. There were no injuries in the crash, which a CN official estimated to have caused damage totalling \$500,000. The cause was not immediately determined. While the track was out of use passenger trains were rerouted via Smiths Falls and Cornwall. One tanker car containing 6,000 gallons of tetra-ethyl lead, an additive for gasoline, sprang a leak but officials held it under control while crews repaired the car. About 20 diesel truck chassis and cabs were scattered in a ditch when a truck car overturned.

10/06/1974 *Ottawa Citizen*

Kingston (CN)

Prescott

Dupont personnel avert disaster after train wreck

PRESCOTT (Staff) - Dupont Canada personnel averted what could have been a major disaster Saturday when 17 cars derailed on the Canadian National Railways mainline near the Dupont chemical plant, three miles west of here.

There were no injuries in the accident, but one of the derailed tank cars carrying highly explosive tetraethyl lead on its side leaking the poisonous liquid.

A five-man Dupont emergency crew worked 3 1/2 hours to seal a filling valve, which leaked about 18 gallons of tetra-ethyl lead onto the tracks.

"It's like a nightmare when you look at the way the car was bounced .alJ over the place," said John Myers, chemical manager for the Dupont plant.

The body of the tank car, which was carrying the chemical for "no-knock" gas from the Sarnia Ethyl Corp., was not damaged.

Traffic along the line was halted for about 20 hours. While the track was out of use, passenger trains were rerouted via Smiths Falls and Cornwall.

Cause of the accident, which occurred about 8:20 p.m. Saturday was not immediately determined. CN officials are still assessing extent of the damage, which was unofficially estimated at \$500,000.

"It's fortunate that the accident happened right outside our place because we had the expertise to stop the leak right away," said Mr. Myers.

He said 20 per cent of the 6,000-gallon tank would have spilled if the leak hadn't been stopped.

"We were prepared to dam off the area if the leakage got serious," he said.

The body of the car, which was shipping the ingredient for "no-knock" gas from the Sarnia Ethyl Corp., was untouched.

Mr. Myers, who is on 24-hour weekend call, was summoned to the accident because Dupont is a member of TEAP, a co-operative emergency program run by the Canadian Chemical Producers Association to deal with accidents involving chemicals.

21/06/1974 *Ottawa Citizen*

Winchester

Apple Hill

Cornwall. The derailment of a westbound Canadian Pacific freight train Thursday left 29 cars, including one containing a shipment of chlorine gas, scattered along the track.

The accident occurred just east of the village of Apple Hill, 20 miles northeast of here, about noon. The cause and extent of damage are still under investigation by CP authorities.

Canadian Industries Limited in Cornwall sent an emergency team to the scene to determine whether the tank car containing the chlorine gas was leaking or damaged.

The chlorine gas was being shipped by Standard Chemical of Beauharnois, Que.

Chemical producers across the province have a co-operative agency called the Transportation Emergency Assistance Plan, to help out in situations where there is a potential chemical hazard to people and the environment.

An emergency team from Beauharnois later rerailed the tank containing chlorine and sent it back to Standard Chemical where it will undergo further tests for any damage.

Approximately half of the derailed cars were empty while others contained coke and lumber.

A CP official said that while repairs were being carried out, trains from Montreal would be rerouted through Ottawa and Smiths Falls. It is expected that more than 400 feet of new track will be laid by 3 p.m. today.

The 117-car train left the track about 50 feet from a railway crossing where five CP workmen had been reconstructing the crossing.

The train, out of Montreal, was bound for Toronto with a stop in Smiths Falls.

Sunday, Jun 30 and Monday, July 1

Open House

NATIONAL MUSEUM OF SCIENCE AND TECHNOLOGY

1867 St. Laurent Boulevard

1 a.m. 5 p.m.

Sunday June 30

STEAM TRAIN EXCURSION to Wakefield. Quebec

Leaves National Museum of Science and Technology at 10 a.m. .

returns around 4 pm.

tickets at museum gift shop or NCC Confederation Square kiosk

Prices Adults \$5.00 Children (to 16) \$3.00 Family (max 5) \$15.00

02/07/1974 *Ottawa Citizen*

Maniwaki

Tables turn turned on old No. 1057

The NCC steam train chugged into Wakefield station Sunday on its first run of the season. But after depositing its load of nostalgia fans, No. 1057 was forced by a faulty turntable to back up all the way to Hull, around there and back up to Wakefield to pick up the coaches. An NCC spokesman said the turntable will be repaired in time for the July 14 run. The weekend excursions leave the science museum at 10 a.m.

02/07/1974 *Ottawa Journal*

Maniwaki

1057

History Gets back on the Right Track

Ah yes, the whistle of the old steam engine.

It works wonders on people. It makes oldtimers feel young and draws swarms of people to the railway tracks to wave and snap pictures and tape-record the chug, chug and toot, toot.

Things were no different Sunday for the inaugural run of a 1912 steam engine from the National Museum of Science and Technology to Wakefield.

Three hundred guests packed into the five coaches which included the famous Mount Stephen, the luxurious walnut-panelled coach used by royalty and Winston Churchill 30 years ago.

The happy people got not only a train ride they also shared some breathless moments. Such as the darkened journey through a tunnel under the Rideau Canal and Dow's Lake a tunnel few Ottawans know about. And the groaning baiting trip up Mile Hill to Wakefield.

At one point, the train came to a complete stop and started rolling backward. But before everyone could jump out and push, the old train huffed and puffed and inched its way to the crest of the hill. Finally, it was over and NCC organization man, Dan Karon led the chorus of sighs.

The scenery along the way left NCC Chairman Edgar Gallant bubbling: "These are vistas I never even dreamt of."

Hundreds of people lined the route waving with one hand, blocking an ear against the piercing whistle with the other.

The inaugural run even saw a mini-demonstration of West Hull residents waving a banner to "Save the Valley" against the proposed four-lane highway which would split the municipality.

One irate resident in Wakefield complained about the noise of the train's whistle but for most of the others, armed with tape recorders and sporting ear-to-ear grins, it was the happiest sound they've heard around there in some time.

The relic will be out on the tracks again next Sunday without the Mount Stephen coach but with the rest of the hoopla.

16/07/1974 *Ottawa Journal*

Maniwaki

Steam train to Wakefield booked solid

Tickets for the July 21 train excursion to Wakefield sold out within an hour Monday.

Five more excursions to Wakefield, two to Carleton Place and one to Maxville are also planned this year. Three hundred tickets are put on sale at 9 a.m. Monday before each excursion, at the offices of the National Capital Commission and the Museum of Science and Technology.

The next Wakefield run is July 28; Carleton Place August 5 and Sept. 2; and Maxville, Aug. 3.

Return fare is \$5 for adults, \$3 for children under 16 years. A \$15 family ticket covers the price for one adult and four children, or two adults and three children.

The excursions are part of a joint program by the NCC and the museum.

24/07/1974 *Ottawa Citizen*

Alexandria

CN turbo train on the rails by Aug. 5

Ottawa-to-Montreal turbo train service

Canadian National Railways will launch turbo train passenger service between Ottawa and Montreal next month.

A CN spokesman said the railway hopes to begin "some kind of turbo service" by Aug 5, but plans have not yet been completed.

Consequently information on fares, schedules and travelling time have not been released.

CN now has three trains a day from Ottawa to Montreal, with an extra train Friday evenings. Fares for the two-hour trip are \$6.25 on weekdays and \$7 on Fridays and weekends.

The spokesman would not say how much faster the turbo train would be able to make the 120-mile trip. The Toronto-Montreal turbo service operates at about 90 miles an hour, although the trains are capable of travelling much faster.

He said CN is not trying to compete with the new STOL aircraft service which begins today between Ottawa and Montreal and that it was just coincidence that the two new services are being inaugurated at the same time.

Some of the railway's turbo equipment is not used during the day and it felt it should be put into service on the Montreal-Ottawa run.

30/07/1974 *Ottawa Citizen*

Alexandria

Ottawa Turbo premier scheduled next week

Ottawa-Montreal turbo train passenger service will begin next week, Canadian National Railways confirmed today.

The first train will leave Montreal for Ottawa at 8:15 a.m. Tuesday, Aug. 6.

In its initial test period, however, the train will run well below maximum speed and will take just as long to make the 120-mile trip as regular passenger trains.

CN officials explained that the turbo must fit into existing train schedules, which require it to leave Ottawa at 11:20 a.m., stop at Alexandria, Coteau and Dorval and arrive in Montreal at 1:30 p.m. The Montreal-Ottawa trip takes about 11 minutes less and involves only a Doorval stop or flag stop at Alexandria.

The train is capable of covering the distance in less than half that time on a good track.

"The Montreal-Ottawa trips are regarded as a further step in testing of the Turbo, which has been operating in the Montreal-Toronto service since last December," said Frank Roberts, vice-presidents of CN's St. Lawrence region.

Ottawa CN spokesman said no rescheduling of Ottawa-Montreal runs can be made until new schedule are drawn up for the return to standard time this fall.

In the meantime, the train will chug along at conventional speeds and conventional fares.

Weekday single one-way rates are \$6.25. Weekend fares are \$7.

Those Western lumps too hard to take

By SUSAN RILEY Journal Reporter

The Wakefield express might not be making its three runs this weekend unless some federal department can lend the NCC some coal.

The train, booked solid as usual, was to visit Maxville on Saturday, Wakefield on Sunday and Carleton Place on the holiday Monday.

However, the Alberta coal which powered the train last weekend caused several small grass fires along the track and a couple of minor fires between cars. Apparently the western coal burns smaller cinders than the eastern coal which is usually used, and these cinders escaped through netting over the smoke-stack setting off small blazes.

Now the train's operators are desperately canvassing other federal departments to see if anyone can lend them some eastern coal.

02/08/1974 *Ottawa Journal**Maniwaki*

ONE LUMP - OR TWO?

The Wakefield express will be making its three scheduled runs this weekend after all.

There was some concern earlier this week, that the runs might have to be postponed when it was discovered a new shipment of Alberta coal was a fire hazard.

The Western lumps burned small cinders which escaped through the smokestack last weekend, igniting small grass fires along the tracks and causing several fires between cars. The train had to stop once on the way up to Wakefield and twice on the back.

However, after coal canvassing both the federal government and local school boards the train operators discovered some suitable coal at a local commercial firm's yard.

Meanwhile, more "hard" coal is believed to be order from Cape Breton and should be delivered in time for the next runs.

The ancient train visits Maxville, Wakefield and Carleton Place this weekend

06/08/1974 *Ottawa Citizen**Alexandria**Ottawa*

With picture.

The first turbo train to serve Ottawa arrived in Alta Vista station "on the button" this morning. The turbo will run between Montreal and Ottawa each morning on a trial basis for the next few months. During initial tests the train will follow regular train schedules, taking two hours to make the 120-mile trip.

12/08/1974 *Ottawa Citizen**Alexandria*

Trial run for new train

The high-speed LRC (lightweight, rapid, comfortable) train begins a four-day demonstration run today between Montreal and Ottawa to show its potential in inter-city rail operations. The 120 m.p.h. train will be operated for two days each by Canadian National Railways and Canadian Pacific. The train is the development of three companies in Canada: MLW Industries Ltd. of Montreal, Dominion Foundries and Steel Ltd. of Hamilton, and Alcan Products Ltd. of Toronto. CP photo

12/08/1974 *Ottawa Citizen**Maniwaki*

There but for a bolt went train

A wayward bolt crippled the steam locomotive chugging home from the regular National Capital Commission excursion to Wakefield Sunday afternoon. Five OC Transpo buses removed 311 passengers stranded aboard the train near Freeman Road, about eight miles from the city.

The breakdown, which occurred at 3:45 p.m., caused no injuries. After a 45-minute delay, the buses returned passengers to the Museum of Science and Technology.

The bolt slipped loose from a wheel on the right side of the train, spoiling the synchronization of its wheels. Work crews did patchy repairs and the train inched back to Ottawa several hours overdue.

Technicians were assessing the damage today. Tickets for the Aug. 11 train trip to Wakefield went on sale as usual today at NCC outlets.

NCC officials said should the train be unable to make its Sunday run, tickets sold this week will be valid for the Aug. 25 excursion or ticket holders may obtain a cash refund.

The final Wakefield excursion is scheduled for Sept. 1. A trip to Carleton Place is planned for Sept. 2.

The incident was the train's second minor mishap this summer. A few weeks ago, a mechanical failure forced the train to return to Ottawa in reverse.

America's oldest railway tunnel.

BROCKVILLE - Few people are aware of the existence of a railway tunnel under the city of Brockville. Even fewer know it to be the oldest in North America.

Its cornerstone was laid with great ceremony on Sept. 16, 1854, a memorable event in the city, then only a town of 4,000, reports a historical sketch printed by the local chamber of commerce.

Thousands of people came from the surrounding area for the ceremony, it said. As it was arranged that the stone would be laid under Masonic auspices, Brother Adiel Sherwood, sheriff of Leeds and Grenville, was deputized by the provincial grand master to represent him.

A band, the firemen, Sons of Temperance, Knights of Jericho, Odd Fellows, Freemasons, as well as the directors of the railway company, the contractors and engineers, the mayor and council and many citizens formed a procession to march through the streets to the site of the tunnel. The ceremony was marked by a salute of 15 rounds fired by the Brockville militia artillery.

Before winter, excavation had been completed between the market and the river, and the contractors had begun to blast their way through the rock to the north portal, a third of a mile distant. Their methods and appliances were crude, but the work was of such quality that it has endured for over a hundred years.

The tunnel was designed to give access to the riverfront. It was not, many thought, necessary.

However, in 1852 the Brockville council pledged its support to the building of a railway line to connect the Ottawa and St. Lawrence, which led to the incorporation in the following year of the Brockville and Ottawa railway company. There was a great deal of discussion about the construction of a railroad to connect Toronto and Montreal. The promoters of the Brockville and Ottawa link believed that their project would be a valuable feeder to such a line. It would also help to develop the country lying between the St. Lawrence and the Ottawa rivers.

Supported by grants from various municipalities on the proposed route, and by subscriptions from private individuals, the company entered into a contract in 1853 with the Sheffield firm of Sykes, Debergue and Co., to complete the line within three years for 80,000 pounds. By April, 1854, 60 miles of right-of-way had been cleared.

In August, 1854, work on the tunnel began, under the English sub-contractors John Booth and his son, David.

In 1855, the firm encountered financial difficulties and was unable to carry on without substantial assistance from the municipalities, which the latter did not feel inclined to give.

The Booths had spent \$20,000 of their own money and were unwilling to involve themselves to a greater extent. Work was suspended after nearly \$500,000 had been spent. The Yorkshiresmen, who had been employed on the tunnel, had received no wages for several weeks, and threatened trouble. However, they contented themselves with seizing and wrecking the carriage of Mr. Harvey, secretary of the company.

Work was resumed on the tunnel some time later. And on Jan. 25, 1859, the first passenger train, consisting of two miniature coaches hauled by a wood burning locomotive, left Brockville's Grand Truck station. Delays occasioned by phenomenally cold weather resulted in the 46-mile trip to Perth taking nine and a half hours, rather than the scheduled three and a half hours.

The temperature is said to have been 40 below zero the day of the trial run. The wheels slipped, the couplings broke, and the passengers finally reached their destination with a rope linking their coach and the locomotive.

The Brockville tunnel was still used by diesel switching engines for some time after the last steam locomotive capable of negotiating it was scrapped in 1954, 100 years after the beginning of the tunnel.

Although now abandoned, the massive oak doors are still in place, though seldom closed now. Formerly they used to be closed each night to maintain an even temperature in the tunnel, and to keep wandering livestock out.

Such is the story of one of the earliest lines of the CPR system, running through the oldest and most unusual railway tunnel in Canada.

03/09/1974 Ottawa Citizen Maniwaki

End of the line

Old Engine 1057 made the last of nine summer runs from Ottawa to Wakefield Sunday. The train, built in 1912, started a lot of small grass fires during its runs when it spewed bits of flaming coal. In the foreground is the maintenance vehicle - jigger - that followed the train to put out fires. The train will be back next summer.

21/09/1974 Ottawa Citizen Smiths Falls Napanee

BYTOWN RAILWAY SOCIETY

Presents

FALL FOLIAGE TRAIN EXCURSION TO NAPANEE

Through the scenic Rideau Lakes Area

Sunday Oct 6th Leave Ottawa Station 8.00 A.M.. Return 5.00 P.M.

Tickets \$12.00 Children 5-12 \$6.00

Enjoy a restful day and view the fall scenery from a comfortable modern railway coach. Tickets available at Hobbyland 93 O'Connor (at Slater) or phone 234-7274.

01/10/1974 Ottawa Journal Alexandria

Turbo on track despite low speed

The Turbo will continue its daily runs between Ottawa and Montreal for an indefinite - period, a CN spokesman said today.

The turbine-powered luxury train started service between Ottawa and Montreal Aug. 6 on a trial basis. Because of the poor condition of track between here and Montreal the train cannot, achieve, the 'top speeds it is capable of, but a CN spokesman said work on the track is continuing.

"Hopefully we'll be able to increase the schedule eventually, but as things stand now the track isn't up to running the train much faster."

There has been a "marked difference" in passenger loads since the Turbo replaced the regular train between Ottawa and Montreal leaving at 11.20 a.m. every day except . Sunday. That train now runs 85 per cent full, "up considerably from before."

Loads on the morning train which leaves Montreal at 8.15 a.m. and arrives here at 10.14 are averaging 50 or 60, per cent, not much different from pre-Turbo loads.

The CN spokesman said the relatively low morning traffic is a result of the number of competing modes of travel available at that time of day.

05/10/1974 Ottawa Journal Smiths Falls

Tomorrow. Bytown Railway Society fall foliage excursion through the Rideau Lakes to Napanee leaves Ottawa station at 8 a.m., arrive Ottawa 5 p.m.

26/10/1974 Ottawa Citizen Kingston (CN)

Turbo to run in mornings

MONTREAL (CP) Canadian National Railways is to add week day morning Turbo trains to its passenger service between Montreal and Toronto.

CN said the morning Turbos will leave both cities at 7:45 a.m., stopping at Dorval, Que., and Guildwood, Ont., en route, before reaching their destinations at 11:55 a.m.

The new service, designed to meet "increasing demand," will increase the number of all types of passenger trains on the run to six from five a day.

07/11/1974 Ottawa Citizen Smiths Falls Moodie Drive

Funeral Friday crash victim Funeral services will be held Friday for an Ottawa man killed Tuesday morning when the truck he was driving collided with a train at a level crossing on Moodie Drive.

Jack Hunniford, 41, of 146 Elm St. was driving a truck owned by Burnside Sand and Gravel Ltd, when it was in collision with a Canadian National passenger train at 9:30 a.m.

Two killed when car hits train

VENOSTA (Staff) -Two men were killed and two others injured early Saturday morning when their northbound car crashed into a moving freight train at a railway crossing on Highway 11 near here, about 40 miles north of Hull.

Dead are the driver Bernard Pnquette, 24, of 105 Eddy St., Hull, and Serge Richard, 21, of 421 Notre Dame St., Gatineau.

Passengers Robert Mantha, 20, of Hull and Georges Fouraiier, 19, of Maniwaki were reported in satisfactory condition Sunday in Hull's Sacred Heart Hospital.

Quebec Police Force at Low said the road was slippery but flashers at the railway crossing were working.

The vehicle, which struck the train's 11th car, was extensively damaged.

23/11/1974 *Ottawa Journal**Chalk River**Haley's*

32-car wreck

This CP Rail freight - train, bound Friday - from Chalk: River to Smiths Falls, jumped the rails at Haley Station, 26 miles east of Pembroke, and ripped out 1,000 feet of track. Thirty-two of the train's 88; boxcars left the track. Railway spokesman blame a broken axle on one of the cars. Other CP traffic on the line had to be re-routed over CNR tracks. Heavy equipment has been brought to the scene and it's expected the line will be cleared today. No one was hurt. (Bob Cooper Journal /CP)

In the Ottawa Citizen same date

Twisted carnage

Boxcars and flatcars were hurled into the air Friday in the derailment of an 88-car CP Rail freight train one mile east of Haley Station, 10 miles west of Renfrew. Thirty-two cars of the southbound train left the track spilling a cargo of sulphur, zinc and potash. Passenger service was not interrupted and the track was expected to be cleared today.

04/12/1974 *Ottawa Citizen**Lachute**Gatineau*

CP passenger train derailed in Gatineau, six people injured.

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The two-unit train left the tracks at 8.43 p.m., three minutes after leaving Gatineau station enroute to Hull and Ottawa with nine passengers and three crew members.

"It would have been much worse if the train had been travelling faster," commented Constable Gerry Pilotte who arrived at the scene minutes after the accident occurred.

The derailment took place at the junction of the main CP line and a Gatineau Lumber Co. siding, about 30 feet north of Maloney Boulevard.

While cause of the derailment has not been determined, police officials speculated vandals tampering with a line switch near the accident scene may be responsible.

The slow speed of the train prevented the two cars from rolling and possibly crushing the occupants.

Miraculously, occupants of the first unit, a combination engine-passenger car, suffered only shock and bruises.

Engineer Harold Greenlaw of Ottawa and four passengers occupied the first unit, which ended up on its side 200 feet from the main line.

The second unit was perched precariously on an angle a few feet from the main line. Only deep snow and a hydro pole prevented the unit from toppling over.

The train makes a regular nightly run from Montreal to Ottawa, arriving in the city at 9.05 p.m. after dropping passengers off in Gatineau and Hull.

Constable Pilotte said all 12 occupants of the train were shaken up, but stated that only six, including Engineer Greenlaw, required treatment.

Five were treated at Sacred Heart Hospital in Hull for shock, cuts and bruises and later released. One passenger was taken to Ottawa General Hospital for observation of bruises to the head.

04/12/1974 *Ottawa Journal**Lachute**Gatineau*

Eleven injured in train crash

By DAVE McKAY : Journal Reporter

Gatineau police believe vandals caused the derailment of a two-car CP passenger train which resulted in 11 persons being taken to hospitals Tuesday night. Nine of the 11 injured were treated for shock and released from hospital following the 8.45 p.m. wreck.

Engineer Harold Greenlaw of 1130 Meadowlands Dr. was treated for shock and back injuries.

Conductor Rene Labelle of Verdun, Que., and brakeman George McKale of Val-des-rapides were treated for shock.

Passengers treated for shock and minor cuts were: Maurice Bourdon, of Masson, William Kicks of Ottawa, Eddley Dwyer and Christopher Dwyer both of St. Amase, Philip St. Germain and William Kesler both of Montreal, Margaret Morton of Ottawa and Mrs. Mignon Lavlunge of Rockland.

There were 12 persons on the train including the three-man crew at the time of the derailment, police said.

Police said a switch at the junction of the main line at Montee Paiement Boulevard crossing had been tampered with prior to the derailment

The front part of the self-propelled train, slipped onto the spur but the train's speed coupled with the back pressure of the second car caused the tracks to spread apart with the front part of the train sliding along the ground ending up on its side about 150 feet from the tracks

"It was a lucky thing that the train had stopped in Gatineau because it 'didn't have a chance to build up speed," said a police spokesman.

The second car remained upright but at a .45-degree angle, skidding just its own length from the tracks.

A crane will be used to put the two cars back on the tracks.

No one has been arrested in connection, with the smashed switch..

05/12/1974 *Ottawa Citizen**Smiths Falls**Twin Elm*

A 39-year-old Manotick man was seriously injured Wednesday when the truck he was driving was hit by a passenger train in Nepean Township.

John Scobie of Rideau Valley Drive, had just delivered fuel oil to a private home and was driving north on a private road when the accident occurred, a quarter-mile east of the Twin Elm crossing near Richmons Road

Police said Mr. Scobie drove his truck onto the track in front of the westbound Ottawa to Brockville passenger train.

The engineer jammed on the emergency brake but could not avoid hitting the truck.

He was taken to Civic Hospital and was reported in fair condition with head and abdominal injuries, facial lacerations and fractured ribs. No one on the six-car train was injured.

27/12/1974 *Ottawa Citizen**Lachute*

Car hits train, 2 women hurt

Two Ottawa women are in satisfactory condition with multiple injuries in Ottawa General Hospital after their car crashed into a Canadian Pacific passenger train in Gatineau Thursday night.

Police said the car was pushed 76 feet along the track when it hit the 6.15 p.m. train from Ottawa to Montreal. The accident occurred at the intersection of Maloney and Paiement boulevards at 6:30 p.m.

The driver of the car was Theresa Chin, 36, of 1160 Merivale Rd., Apt. 304. The only passenger was Christine Hee Muon Lu, 21, of 742 Cooper St., Apt. 1.

The 1971 car was almost unrecognizable after the collision said police. "You can't even tell the make of the car if you look at it now," said one officer.

The train was only slightly damaged and none of the passengers or train crew was injured.