

Local Railway Items from Area Papers - 1975

07/01/1975 Ottawa Citizen

Waltham

Aylmer-Ottawa commuter train sought.

Federal and provincial support for an Aylmer-Ottawa commuter train to run along an unused track between Aylmer and Prescott [sic] Street in Ottawa.

Letters were being sent Monday to Hull MP Gaston Isabelle and Gatineau MLA Michel Gratton requesting a meeting on the scheme proposed by the New Lucerne Citizens Association.

The plan, formulated by Aylmer resident and federal transport employee David Olsen, was approved at the first meeting of the citizens association Sunday.

It is part of a three-pronged attack on long-standing transit problems which are being aggravated by rapid development west of Hull.

The association is also demanding better roads and improved mass transit.

A similar move to reactivate the rail line was abandoned by an Aylmer citizens group almost two years ago.

Mr. Olsen, a communications systems officer, said the plan is feasible.

He had already contacted CP Rail and said the coaches are available.

The association is waiting to find out how much the venture would cost.

The citizens are prepared to underwrite the cost of the train on a three-month trial basis if subsidies can be found.

"We'll take money from anybody," said Mr. Olsen.

10/01/1975 Ottawa Journal

Chalk River

Man escapes unhurt as train slams truck

PEMBROKE (Staff)-Police say 47-year-old Ellewood Smith, of Cobden, escaped injury Thursday when a passenger train struck his truck at a Canadian Pacific railway level crossing on Westmeath Township Road 37.

Police say, the southbound truck, hit near the tailgate by the eastbound train, was spun around but remained on the road.

Total damage was estimated at \$500 and Mr. Smith was not injured.

21/01/1975 Ottawa Citizen

Maniwaki

Chelsea

17-year-old injured

A 17-year-old Chelsea youth is in satisfactory condition in Ottawa General Hospital following a train-truck collision Monday.

Police say a truck driven by Yves Marengere collided with a CP Rail freight train at the Highway 11 crossing in Chelsea about 11 a.m.

03/02/1975 Ottawa Citizen

Beachburg

Constance Bay

Freight Train Jumps Track

A Canadian National freight train derailment threw 26 cars off the track and tore up at least 700 feet of rail on the Ottawa to Pembroke line near Constance Bay Saturday night.

Damages have been estimated at \$250,000, but there were no injuries. A broken rail or a buildup of ice are suspected as the cause of the accident.

The cars, part of a 77-unit freight train bound for Edmonton, jumped the tracks at 9 p.m. at March Township Concession Road 3, 20 miles west of Ottawa.

Mrs. Waltruat Davis, who lives near the scene of the derailment, said her house shook and she thought a plane had crashed.

"It went on like a long rumble for several seconds," she said. "It moved the chair I was sitting in."

The derailed cars were boxcars holding concrete railroad ties, tank cars with dry cement, and empty propane tankers.

Two cranes have been called in to clear up the wreckage, and the rail line is expected to be open late this afternoon.

Caption to photo

26 cars jump tracks - damage \$250,000

Canadian National crews were clearing the tracks today after 26 cars of a 77-car freight train jumped the tracks and ripped up 700 feet of rail on the Ottawa-Pembroke line near Constance Bay Saturday. CN trains are being rerouted over Canadian Pacific lines until the tracks are cleared, probably later today. The accident, which caused about \$250,000 damage, was attributed to a broken rail or a buildup of ice.

03/02/1975 Ottawa Journal

Beachburg

Dunrobin

Damage \$250,000 in derailment

By SHEILA BRADY Journal Reporter A Canadian National freight train ran off the track near Dunrobin on the Constance Bay Road early Saturday night causing an estimated. \$250,000 damage.

None of the four crew men were injured in the 9 p.m. mishap, which derailed 26 of the 77-car freight train.

No cause for the mishap has been made public yet but CN and the Canadian Transport Commission are investigating. The derailment blocked the Constance Bay road for approximately half an hour Saturday evening.

Eric Summers, CN track supervisor ruled out the possibility, of an ice buildup causing the accident

Cement ties

The train was carrying cement ties and cement mix. "There were no combustible gases; in fact the tankers were empty and being towed back to be refilled," said Mr. Summers.

Approximately 60 CN employees worked all night in the 20-below-zero. temperatures to clear the track of the twisted metal and broken box cars.

Auxiliary trains from Montreal and Capreol, north of Sudbury travelled to Dunrobin to lift the cars off the track.

Debris was strewn over a quarter of a mile and piled more than 30 feet high.

CN police patrolled the site all night to keep back the curious, but no reports of looting were reported.

The Ottawa-Pembroke line was cleared of debris by midnight Saturday and open for the 22 freight trains which use the track daily.

But it will be days before all of the broken cars are cleared from the sides of the track.

The Ottawa-Pembroke line's last mishap was four years ago when a passenger train ran off the tracks approximately four miles from the site of the weekend accident.

18/02/1975 Ottawa Journal

Kingston (CN)

Cornwall

Truck hits train

CORNWALL (Special) Cleanup crews are on the site of a truck-train collision which occurred Monday afternoon at the CNR overpass on Boundary Road. The collision resulted in \$232,000 damage but only minor injuries to the driver of the truck.

He was identified as Gerard Moise, 27, of 1214 Notre Dame St., Cornwall. He was treated and released from, Hotel Dieu Hospital for cuts and bruises. The driver of the train was Albert Baker of 41 Elrosley St., Smiths Falls. The front of the train, including the engine and two cars, was damaged and 200 feet of track was ripped from the main line.

The gravel truck which Mr. Moise was driving sustained \$32,000 damage.

Police have blocked off the street today pending cleanup operations.

Boy, 4, dies after crash of s'mobile

SMITHS FALLS (Special) A four-year-old Smiths Falls boy who was critically Injured here Feb. 15 in a train-snowmobile accident, died Tuesday afternoon in the Eastern Ontario Children's Hospital in Ottawa.

Kevin John Wood, son of Mr. and Mrs. William Wood of 61 Vincent St., was a passenger on a snowmobile driven by his six-year-old brother Robert Douglas Wood who was treated for cuts and bruises and released from hospital following the accident.

Police said the accident occurred when the snowmobile was struck by a southbound Canadian National Railways freight train just southwest of Smiths Falls.

The youngsters were part of a family outing. Police speculated the boys attempted to stop for the train but the skis slid onto the tracks striking the diesel unit.

11/03/1975 *Ottawa Journal**Alexandria**Vars*

Car-train crash hurts Vars man

VARs (Special) Alphonse Sauve, 27, of Vars, is in Ottawa General Hospital with undetermined injuries following a car-train collision Monday.

The accident occurred at an unprotected railway crossing, one mile west of Vars, when a westbound passenger train hit Mr. Sauve's car.

There were no passengers in the car, which was demolished.

25/03/1975 *Ottawa Journal**Maniwaki*

1057

Now sparks won't fly

Popular puffer to be converted to oil

The embarrassing sparks have been taken out of the popular summertime train excursion.

The train, a joint National Capital Commission and Museum of Science and Technology program, ignited a great deal of controversy last summer because of its coal-burning locomotive.

Several fires .

Not only did residents living next to the railway tracks complain about the polluting thick black smoke, but; the coal cinders also ignited several minor fires. On one run 14 fires were reported.

These complaints and the problems of having to store and transport large quantities of coal to keep the locomotive running has led the museum officials to convert the motive power to oil burning.

But officials in charge of the excursion project point out that the locomotive will still produce steam. "All we have done is to take out the negative part of the operation," they say.

This is one of the many improvements planned for this year's edition which is the third summer that the two federal bodies have presented this project.

Originally the locomotive that was to have been used was "1201" which was the last steam locomotive built by Canadian Pacific. But a substitute engine had to be used because worn out parts of the 1201 couldn't be found.

Search pays off

However after an 18-month world-wide search by museum officials, the needed parts were finally found in South Africa last fall. They are now being installed and the engine is expected to be ready for service this summer.

Another improvement is in the process of selling the excursion tickets. The first year too many were sold and last summer the tickets were sold out at two locations within 30 minutes. Therefore this year, the tickets will be sold in the evening at the museum.

To reduce ticket confusion, this summer there will be only two kinds of tickets. One for adults at \$6 each and one for children at \$3 each. In the past there were combination tickets. Another improvement is that this summer there will be excursion trips on Sundays and Wednesdays. This will, give area residents and tourists more choice and reduce engine strain. In the past the trips were restricted to weekends.

20 trips to Wakefield

There will be a total of 20 round trips to Wakefield this summer, 10 each on Sundays and Wednesdays, starting on the July 1 weekend through to Labor Day weekend.

There will be at least two trips to Carleton Place and one trip to Maxville for the annual Highland Games.

In Wakefield this summer a food and beverage concession . will be opened next to the turntable; and the nearby MacLaren grist mill, owned by the NCC, is to be open to the public. For added enjoyment, a local farmer in Wakefield plans to offer hay rides.

All the excursion trips except the one to Maxville, are to leave the station at the museum at 10 a.m.

01/04/1975 *Ottawa Citizen**Prescott**Kemptville*

Policeman dies at rail crossing

KEMPTVILLE (Staff) - An Ontario Provincial Police constable was killed Monday when a freight train smashed into his unmarked cruiser at a railway crossing near here.

Constable Gerald Alan Thompson, 34, stationed here, was eastbound on Oxford Township Road 6 about three miles south of here when the accident occurred at 12:05 p.m.

His cruiser was struck by a CP Rail freight train bound for Prescott at a crossing that has no warning lights or bells. The car was pushed 40 feet by the train. The view along the railway tracks at the crossing is partially obstructed by trees and brush.

Constable Thompson, an OPP member for eight years, lived in Kemptville with his wife and two children, aged six and nine.

07/04/1975 *Ottawa Journal**Prescott**Kemptville*

Car pursued when officer killed in crash

KEMPTVILLE (Staff) - OPP Constable Alan Thompson, 34, who was killed March 31 in a train-car crash; was in pursuit of a speeding vehicle at the time of his death, the OPP has reported.

OPP said the driver who was involved in the chase came to their offices accompanied by his lawyer last week.

Constable Thompson died when his unmarked cruiser was struck by a train about 12 p.m. on the Beech Road, five miles south of here.

Police said no charges have been laid.

08/04/1975 *Ottawa Citizen**Alexandria*

Faster turbo to Montreal

Improved train service between Ottawa and Montreal, including a faster Turbo train, are expected to be announced by Canadian National Railways Thursday.

CN officials are meeting in Montreal this week to finalize the CN summer schedule which goes into effect May 1.

Reports indicate CN is considering adding a second, faster Turbo run between Montreal and Ottawa.

CN introduced one Turbo round-trip a day last August but the train had to make the 115-mile run in the same time as regular trains to fit into existing schedules.

Ottawa-Montreal run

Two Turbo trips at 90 m.p.h

Train service between Ottawa and Montreal will be 21 minutes faster starting April 27.

Canadian National Railway officials Thursday confirmed earlier reports that a second, faster Turbo service will be added to the Ottawa-Montreal line, and announced that the existing Turbo service will also be speeded up.

The same Turbo trains will make both return trips, reaching speeds of 90 miles per hour on the 115-mile trip.

The first Turbo service on the line was instituted last summer, but has not been used at top speed because of scheduling problems.

The trip will take one hour and 49 minutes, and will include as top at Dorval.

There will be no increase in fares for the faster service.

CN officials also held out the promise of even faster service in the future. If the tracks are substantially upgraded the train may be able to reach speeds of 120 miles per hour.

16/04/1975 *Ottawa Citizen* *Smiths Falls* *Moodie Drive*

Jury finds fault with rail signals

A coroner's jury found Tuesday that railway crossing signals appeared to be inadequately maintained at the scene of a train-truck collision last fall in which an Ottawa man was killed.

Jack Hunniford, 42, of 146 Elm St. died instantly when the tandem truck he was driving collided with a Canadian National Railways passenger train at a level crossing on Moodie Drive in Nepean Township. The coroner's jury also found that the speed of both vehicles was a contributing factor.

It recommended that more frequent checks be made of railway crossing warning devices and that reduced-speed-limit signs be posted well in advance of the crossings.

Conflicting evidence indicated that the "wig-wag" warning signals at the Moodie Drive crossing may not have been working at the time of the accident.

Brian Walters and Randy McGooey, truck drivers for a lumber company near the scene, both testified that they had noticed the signals were not functioning while a train was passing on different occasions prior to the accident.

Mr. Watters said he narrowly missed being struck by a train at the same crossing only 10 days before Mr. Hunniford's death. He said the signals suddenly came on when he was driving his truck across the tracks.

22/04/1975 *Ottawa Citizen* *Renfrew* *Carp*

Foam follows close shave West Carleton Township firemen weren't taking any chances after this fuel tanker slid into a CN train near Carp Monday. They quickly drowned the rig in foam extinguisher to prevent a possible explosion. The truck driver escaped with only slight bruises.

12/05/1975 *Ottawa Citizen* *Chalk River* *Renfrew*

Four escape car-train crash

RENFREW (Staff) Four people escaped serious injury Saturday, when their car was demolished in a collision with a freight train at a CP Rail crossing here.

The accident occurred about 1:20 a.m. when a car driven by David Knight, 18, of Calabogie, travelling south on Raglan Street, hit the westbound train.

Mr. Knight and three passengers were treated for cuts and bruises at Renfrew Victoria Hospital.

17/06/1975 *Ottawa Journal* *Maniwaki* *1057*

Train trip ticket plan overhauled

Tickets for the popular NCC steam train excursions will be sold at only one place this summer.

Last year there was some confusion because the tickets were sold by both the Museum of Science and Technology and the National Capital Commission which run the project.

But this year tickets for all the excursions will be sold only at the museum on St Laurent Boulevard, said its Information officer Kattita Stark.

"Also this year we won't sell any group tickets as we want the excursions to be a family affair," she said, adding that there is a maximum of eight tickets per person.

This year there will only be two types of tickets, one for adults at \$6 and one for children 16 years of age and under at \$3. Last year's family tickets have been eliminated as "too awkward."

The train excursions will begin Sunday, July 1, with a trip to Carleton Place and the last trip of the season on Sept. 1 will also be to Carleton Place.

"Between those dates there will be a total of 17 trips to Wakefield on Sundays and Wednesdays with the only exception being Aug. 2 to Maxville for the annual Highland Games.

Tickets for the Sunday excursions will be sold on the previous Friday starting at 7 p.m. For the Wednesday excursions the tickets will go on sale on Mondays at 7 p.m.

The tickets will be sold on a first-come-first-served basis. For the first runs Engine No. 1057 will be used as last year, The museum's own Engine No. 1201 is still in Toronto for repairs but may be ready by late July.

18/06/1975 *Ottawa Citizen* *Maniwaki*

Steam train twice weekly

Extra steam train excursions will be run this summer to meet public demand, the Museum of Science and Technology announced today.

"Last year we had tickets for the Sunday excursions sold out in 20 minutes. So this year we're running a Wednesday train as well," said Kattita Stark, museum information officer.

Seventeen of the 20 excursions run in conjunction with the National Capital Commission will be to Wakefield. In addition there will be trips [sic] to Carleton Place July 1, and Sept. 1 and to Maxville Aug. 2 for the Highland Games.

Group and family tickets have been eliminated this year. Instead the museum will be offering only single adult tickets at \$6 and children tickets at \$3.

Museum officials hope this change will make the excursion available to more families and a greater variety of people.

Tickets will only be sold at the museum on St. Laurent Boulevard, not at the NCC as in past years. Sunday tickets will be available the previous Friday and Wednesday tickets the previous Monday.

With picture.

COBDEN (Staff) The prize CPR passenger train The Canadian, eastbound and carrying 150 passengers, was derailed Thursday after shearing a tanker truck in half.

The collision occurred about 5 p.m. at a level crossing on Highway 17, about three miles east of here.

The rear portion of the truck, carrying asphalt, was impaled on the front engine and carried at least a quarter mile down the tracks.

There were no injuries among passengers and crew, who were bused to Ottawa. The truck driver, whose name was not released by police, emerged with only a bloodied nose.

Asphalt from the truck was splattered over The Canadian and one of the passenger cars stopped precariously perched on a small bridge.

The derailed train tore up about 100 yards of track. Three cars slid off the roadbed and almost onto their sides in a ditch.

Rail ties were ripped into unrecognizable splinters and the sticky asphalt covered a 40-square-yard area around the impact site.

CPR officials said the lights and warning bell at the crossing were working at the time of the accident. "He tried to swing with us," commented an unidentified crew member. "He didn't make it."

Most were passengers were destined for Montreal. The truck was northbound, travelling from Montreal to Pembroke.

The dazed truck driver was discovered partly covered with asphalt sitting on a ripped up rail tie by William McMillan of Vernon, one of the first persons at the scene.

Mr. McMillan asked the driver if he was all right and the man mumbled, "Yes."

A police spokesman said charges may be laid.

27/06/1975 *Ottawa Journal**Chalk River**Cobden*

Train hits tanker near Renfrew

RENFREW (Special) -A tanker truck was sliced in half by the eastbound CPR Canadian near here Thursday and the driver walked away from the accident.

Marcel LaBlanc, 49, of Lachine, Que., escaped with a cut on his nose.-

Five hundred yards of track were ripped up and five cars were derailed but they remained upright

There were about 70 passengers on the train at the time. No one was hurt.

The back part of the tanker was carried 500 yards down the track. It was loaded with liquid asphalt.

The accident happened on Highway 17 about 15 miles west of Renfrew shortly after 5 p.m. The driver was westbound, driving into the sun, and said he did not see the signal.

The collision happened 3½ miles west of the site of a 33-car derailment last winter. Debris from that accident-can still be seen along the right of way.

30/06/1975 *Ottawa Journal**Chalk River**Cobden*

Train off rails . . . twice

RENFREW (Special) -The CPR train involved derailed after a collision with a tanker truck west of Renfrew Thursday ran into more trouble early Saturday. It was being pulled by a work train when two cars went off the track near the Renfrew station about 4 a.m.

A crane was brought to the derailed cars and lifted them to one side while new track was installed. The work was completed about noon.

The driver of the tanker truck, Marcel Leblanc, 49, of Lachine, Quebec escaped with slight cuts. None of the 70 passengers on the train was hurt.

Five cars were derailed and 500 yards of track torn up. Damage has been estimated at \$1.5 million.

08/07/1975 *Ottawa Journal**Prescott*

BELOW the HILL

"How deadheading ended a career: by Dave Brown

'At first, there didn't seem to be anything unusual about the small train heading north towards the Prince of Wales Bridge at 10:35 a.m. Sunday.

'I was riding my bike along the Ottawa River Parkway and daydreaming when the feeling that something was out of place hit me. It took a while to sink in. First the sound -- steam. Then the sight.

'That train didn't belong there.

'It was engine 1057, gurgling along contentedly and pulling a short string of old passenger cars, off on its first excursion of the summer to Wakefield.

'Being from a railroad family (both grandfathers and my father were CPR trainmen), I have in the past watched so many similar trains and engines from a bicycle that time has lost its meaning. That's why it had been difficult focus in on what was wrong with the scene around me.

'I stopped on the overpass and in the sounds and smells of steam, easily slipped back 25 years and remembered how my railroading career was cut short at age 12.

'Start of a lesson

'I had informed my father that I wasn't too interested in long-range education planning because I was going to be an engine driver just like him. He tried to talk me out of it, but nothing seemed more fun.

'So he taught me out of it.

'A few days later, he asked me if I wanted to be his fireman on a deadhead run to Markstay, near Sudbury.

'It was a warm summer night and darkness had fallen when we approached the roundhouse to pick up our engine. We walked past many big and modern engines of the day. There were coke-burners (?) and oil feeders (?) and they all seemed as streamlined then as a rocket ship today. (my question marks)

'In the locker-room in the roundhouse, I was introduced to the fireman, who thought it a good idea that he would be getting the night off. Then the suspense ended and we went out to meet our engine.

'Biggest let-down

'It was a small and tired old hand-bomber. It looked much like 1057. It was embarrassing. We chugged out backwards through those gleaming modern engines.

'Getting to Markstay didn't take much shovelling. Then we had to wait for the incoming train.

'About three hours later, we were hooked to the front of the freight train and running at the hill. The other engine was a big coke- burner (?) and I felt a bit like a dog trying to help pull a horse.

'The fireman had killed time in a nearby tavern and was sleeping on the jump-seat in front of the fireman's seat, propped up on one side by the wooden wall of the engine, and on the other by the rounded wall of the boiler. The piercing whine of a pump sending water to the boiler was constant.

Sudden change

'On the engineer's seat now was an engineer, not a father. And he was screaming for more steam and that meant more shovelling. The whole front of the firebox was glowing red. The noise was painful, and so was the heat. The clam-like doors over the firebox couldn't be left open because of the blast-furnace heat that they let out, so every shovel thrown in meant stepping on a treadle, and the clank and hiss of the doors added to the noise.

'The engineer kept screaming. The little engine seemed to be rocketing and standing was difficult. I was afraid of falling against the red-hot firebox.

'The frequent trips into that firebox soon had the end of the shovel red-hot.

'The run back became a blur of heat, sweat, head-hurting noise and back-breaking work,. Coal dust got into my eyes and gritted in my teeth,. I couldn't stop or the gauges in front of me started to drop. I think I cried.

'Next day, my father was up and off on another run before I was out of bed. I left him a note saying that I would like to attend the school that he wanted me to enrol in. It was my resignation from railroading.

Parting shot

Watching 1057 chug its way up into the Gatineau Hill Sunday, there was a strong feeling that I had made a mistake. I wished that I was driving it.

How deadheading ended a career

By Dave Brown

At first there didn't seem to be anything unusual about the small train heading north towards the Prince of Wales Bridge at 10.35 a. m. Sunday. I was riding my bike along the Parkway and daydreaming when the feeling that something was out of place hit me. It took a while to sink in. First the sound steam. Then, the sight. That train didn't belong there.

It was engine 1057, gurgling along contentedly and pulling a short string of old passenger cars, off on its first excursion of the summer to Wakefield.

Being from a railroad family (Both grandfathers and my father were CPR trainmen.) I have in the past watched so many similar trains and engines from a bicycle that time lost its meaning. That's why it had been difficult focusing on what was wrong with the scene . around me.

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Start of a lesson.

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So he taught me out of it.

10/07/1975 *Ottawa Citizen*

Maniwaki

Full steam ahead! (with photo)

The National Museum of Science and Technology excursion train steams across the Lemieux Island Bridge on its way back from Wakefield Wednesday.

The 1912 coal-fired locomotive, on loan from the Ontario Rail Association, will be replaced next month by the museum's 1944 oil-fired engine in a bid to cut air pollution, extend the range of the train and reduce the risk of forest fires.

17/07/1975 *Ottawa Citizen*

Kingston (CN)

Cornwall

Train hits man, cow

CORNWALL, Ont. (CP) Norman MacDonald, 71, of Cornwall was killed Wednesday when he was hit by the CN Rapido while he was driving his cattle across the railway tracks.

Police said Mr. MacDonald was, trying to remove one cow that, refused, to get off the tracks when the westbound train hit him and. the cow.

28/07/1975 *Ottawa Journal*

Maniwaki

Out of puff

Old 1057 just ain't what she used to be

By DAN KARON Outaouais Staff. It wasn't only the engine of the excursion train to Wakefield that was letting out steam on Sunday.

Many of the excursion's 300 passengers were also fuming as the normal six-hour trip was extended by two hours due to a "combination of circumstances."

"It would have been a good day to stay in bed," summed up one official of the joint Na- Na-tional Capital Commission and Museum of Science and Technology project.

First the train did not leave .the museum train station at 10 a.m. as scheduled due to a "minor steam leak." When it was finally repaired it was 11 a.m.

By this time the rain was coming down and when the engine 1057 with its five passenger cars came to the "Mile Hill" just south of Chelsea it couldn't make it up the hill, the tracks were too slippery.

At the bottom. of the hill, two passenger cars were uncoupled and the engine managed to pull the three other cars up the hill to a siding.

But by the time the 1057 engine was ready to pull the two other cars up the hill, it had almost run out of water and the West Hull fire department department was called in to the rescue..

Finally by 2 p.m. the train excursion was once again on its way to Wakefield, which is the usual time for leaving Wakefield. .

Due to the delay in arriving in Wakefield and the wet weather, the stay was cut short and shortly after 6 p.m. the excursion trip arrived back at the museum.

19/08/1975 *Ottawa Citizen*

Maniwaki

More vandalism. Woman hit by rock thrown at NCC train

The National Capital Commission might cancel its twice-weekly steam train excursions because a rock thrown through a window Wednesday hit a woman passenger.

The train was making its regular run from the Museum of Science and Technology on St. Laurent Boulevard to the station at Wakefield, 25 miles north of Hull. The woman was not injured.

NCC spokesman Dave McIntosh said the commission suspects several recent incidents of vandalism might be an organized campaign.

Since last Saturday, the Kings-mere ruins have been partially destroyed; the track on the Wakefield train run has been greased; an NCC office in Hull has been robbed, and NCC vehicles at its main office have been damaged.

20/08/1975 *The Equity, Shawville*

Pontiac & Pacific Junction

Shawville

Pontiac Museum sod turnef on Shawville Fair Grounds

A sod turning ceremony took place at Shawville Fair Grounds last Wednesday morning, when Mayor Orla Young ceremoniously lifted a sod from near the southwest corner of the Fair Grounds, (on ground allotted by the Shawville Fair Board) and declared the site ready for the laying of the footing for the Pontiac Historical Society Museum Building

He also noted the presence of Jane Bretzlaff, a member of the 1972 OFY project in Shawville which initiated the proposal that the railway station be purchased and used as a museum. This group, he noted, also provided part of the funds needed to buy the railway station from the owners, another portion having been provided by Shawville Rotarians.

Work on the site,by foundation contractor Russell Judd, commenced immediately following the close of the ceremonies.and by Friday night the foundation was ready to receive the building, which is to be moved this week by Drummond Bros. of Almonte.

It is expected that all necessary work will have been completed so as to have the building open to the public in time for the Shawville Fair, which this year takes place on Septemver 11, 12, 13 and 14.

20/08/1975 *The Equity, Shawville*

Pontiac & Pacific Junction

Shawville

Museum "station" may be moved to new site next week if pledges are honoured now

To date the donations and pledges for the museum amount of \$3585.50. The amount needed is \$5,000 which leaves a balance of \$1414.50 to be collected. Donations may be made at the Bank of Montreal and the Royal Bank in Schofield.

Since the sod-turning ceremony on August 13th good progress has been made. The footings have been poured and four rows of blocks laid for the foundation. The Museum Committee is meeting tonight to make plans to have the building (the old CPR station) moved at the earliest opportunity. The Drummond Brothers of Almonte, who are expert building movers, will relocate the station on to the southwest corner of the fairgrounds.

If all those who pledged funds for the project would send in their donations this week the building could be moved next week. The balance of the money is required to finish the inside of the museum.

Vandal-free journey for all aboard

No vandalism was reported Sunday during the National Capital Commission's steam train excursion to Wakefield.

Vandals had plagued two trips last week.

Last Wednesday, someone threw garbage at one of the train's window, breaking the glass and injuring one person. Last Sunday, the train was delayed two hours because uphill tracks had been greased, forcing the crew to divide the cars and make two trips.

Chief crewman Duncan duFresnes [sic] said Sunday that there were no problems during the trip

CP Rail security personnel and police were along the route, but no security men rode the train.

The steam train is to make two more excursions to Wakefield and one to Carleton Place this summer.

28/08/1975 *Ottawa Citizen*

Waltham

Retort to study

Rail rejection called 'insult'

By Sheila Copps Citizen staff writer

An Ottawa-Carleton transportation study rejecting the proposed Lucerne-Carp-Ottawa commuter rail service is a "calculated insult" to people on the Quebec side of the river. Lucerne transport commission spokesman David Olsen said today.

Who do these guys think they are, stating there's no way to serve Aylmer by train? Are they running transportation in Quebec now too?" he asked, seething over the report released Wednesday to Ottawa board of control.

He said the report, prepared by regional planning commissioner John Wright and transportation commissioner Michael Sheflin, went far beyond its bounds in rejecting the proposed commuter service.

"The request for such a service is not even being made to them. They're just supposed to determine how it fits into urban planning concepts."

Board of control requested the regional report after meeting with Nepean and Lucerne transportation commissions about the rail concept earlier this year.

Mr. Olsen said the request stipulated that Lucerne and Nepean, as originators of the plan, be invited to contribute to the study.

"They didn't even have the courtesy to send us a copy of the report."

Mr. Olsen, who is trying to get a copy, said the outright rejection by Ottawa-Carleton showed the report was a reflection of "personal philosophies" by the researchers.

"They don't want trains, period. The study was slanted to show all the reasons why it can't be done."

He also said that Mr. Sheflin agreed at a public meeting three months ago that trains might be the only solution to commuter problems on the Quebec side.

The report's contention that improved buses were the answer was a "stab in the back", he said.

"I challenge Mr. Sheflin to show me how to solve the busing problem when all three bridges are locked solid with traffic, including buses," he said.

The commissioners' claim that track upgrading would be too expensive went "far beyond their mandate," he said.

"The track upgrading would be funded by the federal government. Their report should not have said whether the project would go or not go."

A possible \$15-million federal grant to set up the service depends on approval of the scheme by regional and provincial governments.

Mr. Olsen said Ottawa-Carleton's rejection would not kill the project.

All groups plan to go ahead with a meeting with the National Capital Commission to discuss the project next month

03/09/1975 *The Equity, Shawville*

Pontiac & Pacific Junction

Several pictures of the move of the station.

03/09/1975 *The Equity, Shawville*

Pontiac & Pacific Junction

Shawville

CPR Shawville station becomes the Shawville Museum

Last Wednesday afternoon, Drummond Bros. of Almont arrived in Shawville with eight men and an impressive array of heavy equipment, for the purpose of moving the old CPR station from its long-standing site beside the railway tracks, down to the Shawville Fair Grounds, where it will take up a residence as the Shawville Museum.

The building is approximately 50' long and 24' wide, and set on a heavy cement-filled-with-rock foundation. First the inside of the building was strongly braced and the roof given extra support. Then the foundation was broken out and the building blocked up. It was jacked up and blocked at such a height as would allow the Drummond's extra-long float to be driven under the building from the East End.

With the float accurately placed, so that the building was evenly balanced, the jacks carefully dropped the load so that the float took the full weight. Then the tractor started up and the sidewalk superintendents expected the whole thing to move quietly. Not so. The first of a series of difficulties immediately developed. It turned out that the wheels of the float was sitting on soft sand, and sank down, making it impossible for the tractor to haul its load. With a display of the kind of know-how and resourcefulness that came into play several times during the move, the Drummonds hooked their bulldozer to the front of the tractor, and the combined power moved the station building clear of the foundation and along beside the right-of-way towards the north end of Lake Street. The planned route was down Lake Street and at the west gate of the fairgrounds at Dufferin Street. By late afternoon of Thursday, the Drummonds were making the turn down Lake street from the railway right-of-way. The tractor safely negotiated the right angle to turn into Lake, but when the float started into the turn, it's downhill wheels sank into what turned out to be soft sand, and continued to sink until the timbers holding the building were resting on the ground. This tilted the building to what seemed like a dangerous angle but by dark the Drummonds had to jacked it level again and had it sitting square before they left for the night.

Friday turned out to be a wet day, making traction difficult, and the conditions generally slippery. Nevertheless, by Friday evening the building was sitting in the Fairgrounds, having completed the turn onto Lake Street, past two obstructing trees, past the power lines, and past the fence which surrounds the Imperial Oil property on the corner of Dufferin. Once inside the grounds, the station was jacked up and left over the weekend. Moving started up again on Tuesday morning. First, back onto the float, then a slow manoeuvring so that the positioning over the foundation was fairly accurate. This had been completed by noon, and early in the afternoon the final position adjustments had been completed by a winch pulling on the back of the building. All that remained to be done by press time was to lower it something more than a foot onto the foundation.

Old station becomes a museum

As a matter of interest to local history brough buffs I wish to record the story of how Shawville's first and only railroad station became Pontiac County's first museum.

The Pontiac Pacific Junction Railway was built as far as Shawville in the year 1886 with the station being erected shortly afterward. It was closed permanently in September, 1969 by the C. P.R. who turned the property over to Marathon Realty of Montreal.

The building was offered for sale by tender in the spring of 1972. The highest bidder was Mr. Lyle P Hodgins who paid \$210 16 on April 28th for the old station. He planned to move it to a vacant lot north of Hillcrest Avenue but was unable (for various reasons) to carry out his intentions. That summer he sold the building at a profit to Romulus LaSalle of Calumet Island who began to dismantle it for the lumber it contained.

The old landmark was rescued from complete demolition by a group of local young people. They had just completed their 1972 project under an Opportunity For Youth grant for historical research. They called together a group of local citizens whom they believed to be interested in preserving the heritage of this area.

These citizens reformed the Pontiac Historical Society with the express purpose of saving the station for posterity in the form of a museum. Wisdom teeth why and the Rotary Club equally sharing the cost it was purchased \$4 400 from mr. LaSalle on September 26th 1972.

On August 22nd, 1974, the PHS donated the building to the Pontiac Agricultural Society who were to provide the grounds upon which it could be relocated. A local contractor, Russell Judd, was engaged to build the foundation. The Drummond Brothers of Almonte, Ontario, contracted to do the moving. Funds for these two operations with very generously donated by interested citizens.

The museum became a reality on September 2nd 1975 when the building was dropped onto the foundation provided for it in the fairgrounds. Considerable work is still required to finish the inside of the building to prepare it for the grand opening which hopefully may take place this year.

It will be a fitting memorial to those hardy Irish Protestants who settled Clarendon Township about 150 years ago.

22/09/1975 *Ottawa Citizen* *Chalk River*

Teen slightly injured in car-train collision

SMITHS FALLS (Staff) - A Smith Falls youth suffered minor injuries Saturday when the car he was driving hit a freight train at a crossing three miles west of here.

Mark Cole, 17, of 14 Broadview Ave., is in satisfactory condition in Smiths Falls Public Hospital.

The westbound CP Rail train, travelling at about 40 m.p.h, was crossing the fourth concession road at about 6.55 p.m. when the Cole car hit a box car wheel.

24/09/1975 *Ottawa Journal* *Kingston (CN)* *Riviere Beaudette*

About 170 passengers and crew were evacuated to safety at Riviere Beaudette Tuesday when fire broke out in an engine unit of a nine-car nine-car nine-car CNR, turbo-train turbo-train turbo-train flee blazing Turbo bound from Toronto to Montreal. Montreal. Riviere Beaudette is at the Quebec-Ontario border, between between Montreal and Cornwall. It took firemen two hours to control the fire which melted the metal of the aluminum and steel train. The engine unit, a bar lounge and the first passenger car of the high-speed high-speed high-speed train were extensively damaged. A CNR spokesman said it would take several weeks repair the damage and turbo-train service between the two cities, which is one hour faster than CNR's conventional conventional diesel trains, would cut back.

24/09/1975 *Eganville Leader* *Renfrew* *Barrys Bay water*

Group Formed To Save Bay Tank

Following the announcement last week that the village of Barry's Bay had called tenders for the demolition of the old water tank located along the C.N.R. railway, a group of interested and concerned citizens have organized and are taking a petition to have the tank saved and repaired.

The group consists of interested citizens from Barry's Bay and area, as well as M.V.D.H.S. history teachers and students. They reel the huge tank has a lot of historical value, and its presence ties in with the history of the area.

25/09/1975 *Ottawa Journal* *Alexandria*

Ottawa-Montreal Turbo run axed

CN is taking away the Ottawa to Montreal Turbo train and will use it instead between between Montreal and Toronto.

The Turbo train used on the Montreal to Toronto run was pulled out of service after it was heavily damaged by fire Tuesday.

The fire may force the railway to reduce its passenger service, a company spokesman spokesman said Wednesday. A conventional conventional diesel train will be placed on the Montreal-Ottawa run.

But he said serious equipment equipment shortages will not permit this arrangement to continue indefinitely and may eventually require a reduction in train service between Ottawa and Montreal.

The railway will also be forced to withdraw the two remaining Turbos on the Montreal-Toronto run from time to time for servicing, he said.

The high-speed train, on lease from Pratt and Whitney of Canada, Ltd., burst into flames at Riviere Beaudette, 30 miles southwest of Montreal. The fire broke out in the train's engine, the top part of which serves as a bar.

The engine and the first car were heavily damaged but all 170 passengers aboard escaped escaped unharmed.

Cost of repairing the train is estimated at more than \$500,000 and will take a minimum of six months.

CN has already announced it will reduce its passenger car fleet by 10 per cent next year because of the equipment's equipment's age.

CN system vice-president of marketing R. R. Latimer said in a statement Wednesday the crown corporation will have to await announcement of the federal government's current transport policy review to determine whether the equipment will be replaced. '

"The serious equipment problem created by the forced withdrawal of this one train underlies the crucial need for the government to conclude its transport policy review so that our passenger fleet can be modernized and added to," said Mr. Latimer.

25/09/1975 *Ottawa Citizen* *Alexandria*

Turbo service cuts possible

Canadian National Railways may be forced to reduce train servlw between Ottawa and Montreal because of a fire Tuesday night that heavily damaged one of its three high-speed Turbo trains.

A CN spokesman said the Turbo currently used on the Ottawa Montreal run will replace the damaged train on the Montreal-Toronto service. A coventional train will be placed on the Montreal Ottawa run..

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The high-speed train, on lease from Pratt and Whitney of Canada Ltd.burst into flames at Riviere Baudette, 30 miles south west of Montreal. The fire broke out in the trains engine the top part of which serves as a first class club car.

Turbo fire may force cut on Ottawa-Montreal run

MONTREAL (CP) Canadian National Railways may be forced to reduce train service between Ottawa and Montreal because of a fire Tuesday night that heavily damaged one of its three high-speed Turbo trains.

A CN spokesman said the Turbo currently used on the Ottawa-Montreal run will replace the damaged train on the Montreal-Toronto service. A conventional train will be placed on the Montreal-Ottawa run. But he said serious equipment shortages will not permit that arrangement to continue indefinitely and may eventually require a reduction in train service between Ottawa and Montreal.

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The high-speed train, on lease from Pratt and Whitney of Canada Ltd., burst into flames at Riviere Beaudette, 30 miles southwest of Montreal. The fire broke out in the train's engine, the top part of which serves as a first-class fare club car.

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CN has announced it will reduce its passenger car fleet by 10 per cent next year because of the equipment's old age.

03/10/1975 *Ottawa Citizen**Kingston (CN)**Cornwall*

CN invites proposals for development of land Cornwall, Ontario

Canadian national Railway Company invites proposals to lease (50 years) or Purchase its former station grounds in downtown Cornwall, Ontario being two separate parcels ---

08/10/1975 *Eganville Leader**Renfrew**Barrys Bay water*

Bay Water Tower Saved From Demolition

The old CN water tower in Barry's Bay has been given a reprieve by Barry's Bay village council. A delegation representing the Committee To Save The Water Tower attended the village council meeting Monday night and convinced council not to destroy the historic landmark, which is scheduled to be demolished. Accompanying the delegation was a petition containing 600 names of people who were against it.

"It's fantastic. We are all pleased," said Mrs. John Hildebrandt, spokesman for the group. "We won."

10/10/1975 *Ottawa Journal**Alexandria*

Crash kills man ALEXANDRIA, Ont. (CP) Sylvain Wathier, 19, of Alexandria died in Ottawa Civic Hospital Wednesday from injuries suffered in a truck-train collision earlier in the day.

Alexandria is about 30 miles northeast of Cornwall.

20/11/1975 *Ottawa Journal**Kingston (CN)**Brockville*

Man, 56, killed by train

BROCKVILLE (Special) George Arthur Place, 56 a patient at Brockville Psychiatric Hospital, was killed Wednesday when struck by a freight train on the CNR main line just north of the hospital.

Mr. Place had apparently gone for a morning walk and did not hear the Montreal bound freight train.

His body was found under one of the cars approximately 100 feet behind the engine. Mr. Place had been a patient at the hospital for 10 years. He was originally from Ottawa.

Leeds County coroner Dr. J. W. McDougall is investigating.

24/11/1975 *Ottawa Journal**Chalk River*

Work on the new bridge and weir is ahead of scheduled October 17 opening. The easterly section of the weir and bridge were completed in August. The Wabamun mud dam was finished and the first train over the relocated CPR tracks was operated recently.

05/12/1975 *Ottawa Journal**Alexandria*

Turbo service to be restored

MONTREAL (UPI) - CN Rail announced Thursday a Turbo engine damaged by fire Sept. 23 would be rebuilt, restoring service between Montreal and Ottawa by April. The fire forced elimination of the Montreal-Ottawa service with CN's remaining two Turbo trains maintaining passenger service between Toronto and Montreal.

05/12/1975 *Ottawa Journal**Beachburg**Pembroke*

Train, car in collision

PEMBROKE Staff - Sigurdson Sigurdson, 58 of Riddell Street, Ottawa, was admitted to Pembroke Civic Hospital Thursday after "a hell of a bumpy ride" for half a mile along the main CNR line with his car hooked on the front end of a diesel locomotive.

Stationed in Pembroke by the Wornen's [sic] Compensation Board from the beginning of the postal strike Mr. Sigurdson was on his way to his office when his car locked horns with a freight train at a level crossing on Highway 17, six miles east of Pembroke.

OPP constable Andre Rousseau said a front wheel of the car was hooked by a snow deflector on the lead locomotive of a 65-car freight train.

By the time engineer Floyd Walker of Ottawa was able to stop the 4,770-ton train, the front engine, with Mr. Sigurdson's car still attached, had gone half a mile past the crossing.

Mr. Sigurdson who was not wearing a seat belt was still behind the steering wheel.

Conductor Tom Drummey of Ottawa estimated the cost of repairing the locomotive at \$800.

Mr. Sigurdson, who suffered a broken collar bone was reported to be in fair condition.

24/12/1975 *Ottawa Citizen**Brockville**Brockville*

Man killed as train collides with truck

BROCKVILLE (Staff) - An area man was killed Tuesday when the pickup truck he was driving collided with a Toronto-to-Ottawa passenger train six miles north of here.

Clifford William Crummy, 43, of RR 2 Addison was travelling eastward on a concession road of Elizabethtown Township when the accident occurred about 2.30 p.m., Ontario Provincial Police at Brockville said.

There were no passengers in his vehicle.

Mr. Crummy's truck and the Canadian National Railway train collided about two miles from his home at a level crossing marked only by a crossbuck. There are no flashing lights at the crossing, police said, because the concession road is not heavily used.

They estimated about four trains a day cross the road.

The train was reportedly delayed for more than two hours. There were no injuries to train crew or passengers.