

# Local Railway Items from Area Papers - 1977

**07/01/1977**    *Ottawa Citizen*                      *Winchester*                      *Finch*

14 cars derailed : FINCH (Staff) Fourteen cars of a 100-car Canadian Pacific freight train derailed here today, blocking the main highway linking this village 45 miles south of Ottawa with Crysler, 12 miles north. There was no damage to private property. No injuries were reported. Five propane tank cars remained on the rails. Investigators and a cleanup crew were dispatched from Montreal shortly after the 9 a.m. derailment, but eastbound and westbound tracks and the highway were expected to be blocked for most of the day. A CP Rail spokesman said he was not sure what the derailed cars were carrying.

**08/01/1977**    *Ottawa Journal*                      *Winchester*                      *Finch*

14 CP Rail cars derailed  
CORNWALL (Special) CP Rail officials say a broken axle caused Friday's 14-boxcar train derailment at, Finch, about 20 miles northwest of here. One of the cars was a propane gas tank but it held and none of the gas leaked. The other cars were carrying fertilizer, soymeal, flower and furniture. No one was injured in the mishap and CP officials said it will take "a couple of days" before an accurate assessment of damages is available. Much of the damage was cleared up late Friday night when cranes were brought in from Montreal and Toronto. Officials say it could take another few days before the main line is back in full operation because 400 feet of track was ripped up as well. In the meantime a temporary track has been installed. This is the second derailment in the area in the past three months.. A CP train with 21 freight cars derailed at Monkland, about 12 miles north of here, Nov. 1 ripping up track and pavement along Highway 43,

**10/01/1977**    *Ottawa Citizen*                      *Alexandria*                      *Carlsbad Springs*

Sarsfield man killed in car-train crash  
A Sarsfield man was killed Sunday afternoon after his car collided with an eastbound Canadian National Railways passenger train at the level crossing on Russell Road, just west of Carlsbad Springs, at 2:18 p.m. Gloucester police said Gerald Webb, 27, the only occupant in the car, was killed instantly. After a short delay, the train was allowed to continue to Montreal. The accident is under investigation.

**11/01/1977**    *Ottawa Citizen*                      *Maniwaki*

Maniwaki train  
Battle sure over attempt to end service  
By Dan Karon Citizen staff writer  
A battle is shaping up over the future of the railway line between Hull and Maniwaki. CP Rail is currently carrying out a feasibility study on whether to abandon the 79-mile track. Ten years ago the railway company discontinued regular passenger service on the line, which runs alongside the Gatineau River. A few years ago regular freight service was also discontinued. The line is now used by infrequent freight trains and in the summer by an excursion steam train to Wakefield from Ottawa. Although the feasibility study hasn't been completed, a CP spokesman said Monday chances of keeping the line open were slim. "Our preliminary reports show that the costs for maintaining that line considerably outweigh the revenue that we receive from it," he said. And if no arguments can be found to counterbalance these unfavorable figures, the railway company will seek permission from the Canadian Transport Commission to abandon the line. However, such a request will be stiffly resisted both by local officials and by the Outaouais Development Corp., the provincial government agency set up to promote industry and tourism. "It would be a very serious error with grave economic consequences to abandon this railway link," Maniwaki Mayor J. E. Gendron said Monday. The movement to preserve the railway line will be led by the ODC, which has already started to draft a report objecting to such a move. "Although at present the railway company isn't making money with this line, there is a very bright future for it," said Normand Begin of the ODC. The development corporation's optimism is based on provincial environment department indications that the practice of floating logs down the Gatineau river will be prohibited within the next few years in an attempt to clean up the river. The pulp and paper industry is the backbone of the area's economy, with three major complexes located in the Hull area, supplied by timber cutting reserves in the Maniwaki area. "Transporting the logs by trucks is not only very expensive but also impractical, as the local industries would require shipments of one truck every 20 minutes during a 24-hour period," Mr. Begin said. The only transportation alternative is shipment by rail, he said, noting that this use will likely make the line a paying proposition again. Therefore the ODC will ask the CTC to provide temporary subsidies to maintain the rail link until log transportation starts.

**13/01/1977**    *Ottawa Citizen*                      *Alexandria*                      *Carlsbad Springs*

'Damn lucky'  
A Cumberland Township couple, Brian Lalond, 25, and his wife Jocelyne, 23, escaped with slight injuries this morning when their car collided with a passenger train at a level crossing near Carlsbad Springs. The pair were northbound on a county road when their car slid into the train's engine. Portions of the car were carried more than 400 feet down the tracks. OPP Constable Brian Lalond said "they were damn lucky." A man was killed Sunday in a similar mishap at a nearby crossing.

14/01/1977 *Ottawa Citizen*

*Eganville*

CP ordered to restore freight runs

By The Canadian Press CP Rail has been ordered to restore freight train service to a 9-i-mile line between the Ontario centres of Payne and Douglas, communities about 80 miles northwest Ottawa.

The Canadian transport commission said in a decision released Thursday that the railway has obviously allowed the rail line to deteriorate, discouraging freight business. There has been no service on the line since 1972.

However, commissioner John Gray, who reviewed a CP Rail application for abandonment of the line, recommended that the commission look at service again in two years. If there was not a satisfactory level of traffic, the commission should allow CP Rail to abandon the line.

The commission determined that the line is unprofitable, making the service eligible for federal subsidies of up to 80 per cent of annual losses.

There was strong local pressure from businessmen in Douglas, a town with a population of about 300, to restore service.

Campbell and McNab, a feed mill company in Douglas, told the commission it expects growing business in coming years and needs rail service to be competitive with other feed mill companies.

CP Rail has been subsidizing the cost of trucking for Campbell and McNab since rail service ceased in 1972. But Rod McNab, the mill manager, said CP Rail was planning to cease the subsidy if the commission authorized abandonment of the line.

CP Rail gets no federal subsidy for trucking costs.

24/01/1977 *Ottawa Citizen*

*Renfrew*

Car-train crash kills area woman

A car-train accident Friday took the life of a Glasgow Station woman and seriously injured her husband and two children.

Katheline Fraser, 28, of R.R. 2, Arnprior, was dead on arrival at the Ottawa Civic Hospital.

Gordon Fraser, 29, is in fair condition at the Civic, suffering from a head injury.

Their two children, Sheila, 6, and Bradley, 4, also suffered head injuries and are in fair condition in the intensive care unit of the Children's Hospital in Ottawa.

The accident occurred at 4:30 p.m. when the car, driven by Mr. Fraser, collided with a Canadian National work train on McNab Township Road, less than 1 50 feet from the Fraser home.

31/01/1977 *Ottawa Citizen*

*Chalk River*

Truck-train crash was fatal

PEMBROKE One man is dead after the bulk milk truck he was driving was struck by a Westbound CP Rail train at a level crossing one mile west of Cobden about 9:30 Saturday morning. Witnesses say the truck, northbound on the Ross-Westmeath township line road, was moving through the uncontrolled crossing when it was struck. Dead is Leslie Green, 67, of Eganville.

01/02/1977 *UCRS*

*Montreal and Ottawa*

This is in the Upper Canada Railway Society's magazine called 'Rail and Transit', the January-February 1977 issue, on page 13, and it was entitled: '10 years ago'.

CN's "WRONG WAY CORRIGAN" TRIES OUT CPR

Faces were red in Ottawa on February 5th, 1967, when CN's Montreal-Ottawa Sunday-only train #133 found itself on CP tracks heading away from the capital. As No. 133 approached Ottawa, it swung into a wye connecting CN's Alexandria Sub with CP's M&O Sub., preparatory to backing into the new terminal; the train would thus be headed correctly for the return move to Montreal that afternoon.

However, the spare engineer, reportedly confused by this procedure (it must be remembered that many alterations have take place in Ottawa terminal trackage over the past year), failed to stop for the reverse move and carried on over the CP line. CP's dispatcher had the errant train stopped at Navan, ten miles east of Ottawa. There were no CP trains running on the M&O Sub. at the time. The incident is under investigation.

04/02/1977 *Ottawa Citizen*

*Beachburg*

A Canadian National Railways worker (centre) is dwarfed amid a jumble of freight cars that were derailed at 4 a.m. today between Richmond and Cedarview Roads in Nepean Township. There were no injuries in the derailment which piled up 15 cars and mangled more than 100 feet of track. It was not immediately known what caused the drailment but CN and Canadian Transport Commission officials are investigating. A CN spokesman said the 91 -car train from North Bay to Ottawa was carrying a mixed load but nothing volatile. Damage to the freight and cars was not extensive, the spokesman said. The track was expected to be repaired by 8 a.m. Saturday. The Supercontinental from Vancouver, whicfi was to arrive at 7:15 a.m., was the only passenger train affected by the accident and was rerouted.

04/02/1977 *Ottawa Journal*

*Beachburg*

*Bells Corners*

Box cars flip at Bells Corners

Six cars from a CN train left the track between Baseline Road and Northslde Road in Bells Corners at 4 a.m. today. Nepean police said It would take most of the day to clear the wreckage from the track. Investigators are at the scene in an attempt to discover the cause of the derailment. No one was injured.

05/02/1977 *Ottawa Journal*

*Winchester*

*Dalhousie Mills*

25 miles from Cornwall:

Sulphuric acid spilled in 44-car derailment

Canadian Pacific Railways have begun mopping up large amounts of sulphuric acid and another chemical which spilled during a 44-carr derailment on the Ontario-Quebec border at Dalhousie Mills, Quebec, 23 miles northeast of Cornwall.

Lancaster OPP said the chemicals represented no danger, as CP officials have been able to walk around the wreckage without taking special precautions.

Truckloads of sand are being dumped to absorb the chemicals. There were no Injuries, although three men drinking drinking in a hotel 25 feet from the railway track were surprised by a railway car which suddenly crashed into the hotel wall. Pollice said the derailment occurred at 8 p.m. Friday when an axle broke axle broke on a flat car carrying carrying logs.

Acid poisoning fears still real

CORNWALL (Special) Although Dalhousie Mills, Que., 25 miles east of here, has not been evacuated there are still fears in this community of 400 that the water supply may be contaminated by acid from a 40-car derailment Friday.

Two of the derailed cars carried sulphuric acid and more than 50,000 gallons spilled on the street Friday night and all day Saturday.

Experts from Canadian Industries Ltd., in Cornwall were called to the scene and spread caustic soda and sand to soak up the acid. The acid is being trucked away in special tanker trucks. Police also blocked off all roads leading to the area.

Most of the damage caused by the acid so far has been confined to a hotel close to the tracks. When the train derailed one of the cars slammed into a wall of the hotel.

As a result the frame of the hotel has been severely damaged and the balance of the building has been badly weakened. Some persons were in the hotel at the time but no one was injured.

A C P spokesman said Sunday the westbound track has been cleared and eastbound traffic will be accommodated by rerouting it on the westbound track through the Dalhousie station.

Passenger traffic has not been affected because no passenger trains use the line.

Work crews are continuing their efforts today to clean up wreckage caused by the derailment.

A nearby county road on the Ontario side of the border running from Highway 401 to Glen Robertson has been closed as a result of the spillage and Lancaster OPP expect it will take a number of days before it is reopened to traffic.

No damage figures are available. It is believed a broken axle on a flat car was the cause of the derailment. This is the third derailment in the Cornwall area since November and all the derailment has been blamed on broken axles. In November last year 14 cars of a 21-car freight ran off the track at Monkland, about 10 miles north of here. Last month another freight ran off the track at Finch about 20 miles northwest of here.

There were no injuries in those derailments either.

07/02/1977

Ottawa Citizen

Winchester

Dalhousie

Like a Bomb

Derailed freight cars crash into Quebec hotel

By Tom Van Dusen Citizen staff writer

DALHOUSIE STATION, QUE. (Staff) It sounded like a bomb going off when half a dozen loaded freight cars crashed into the Commercial Hotel here Friday.

"It was a miracle nobody was killed," hotel owner Bob Humenick said during the weekend as he reviewed the spectacular derailment.

Forty units of a 79-car Canadian Pacific freight train jumped the tracks at this village 30 miles northeast of Cornwall about 8.30 p.m., before the hotel filled with the usual crowd of merrymakers.

Mr. Humenick, his wife, son, and about eight patrons were in the hotel at the time. No one was injured although a hole was made in a wall "big enough to drive a truck through."

Among the cars which collided with the stone and steel structure was a tanker which ripped open, spilling its cargo of sulphur dioxide.

Specialists spent the weekend neutralizing the chemical with caustic soda. It was so powerful it ate through a section of the hotel's asphalt parking lot.

About 15 families have been told not to use their water until it has been determined if sulphur dioxide has seeped into wells. The fire department has been supplying water in the meantime.

The derailment is the third on CP's Smiths Falls-Montreal line since last November when 20 cars of a 44-car train upset at Monkland blocking Highway 138.

Early last month, 14 cars of a 100-car train derailed at Finch, impeding highway traffic for several hours.

Cause of the Monkland accident is believed to have been a broken rail while the Finch spill was blamed on a broken axle. Friday's derailment is also being associated with a broken axle.

The Commercial Hotel squats within yards of the double tracks, a little more than a mile from the Ontario Quebec border. In fact, the first emergency vehicle on the scene was a Lancaster-based OPP cruiser.

Mr. Humenick, who has operated the hotel for 19 years, is used to the sound of rumbling freight trains. Friday night, the regular "clique-ty clack" suddenly turned to a roar.

The owner yelled for his wife to grab their seven-year-old son and run to the rear of the building as stones pelted the windows. Then a section of boxcar burst through the wall.

At about the same time, Serge Ranger was watching the train roll by from the front window of his home which is so close to the tracks, it vibrates when trains pass.

Suddenly, a wagon broke away and veered off the tracks leading the remainder of the train. For a time derailed cars continued erect until they began to buckle, with several coming to rest against the hotel.

Mr. Ranger believes the only thing that saved his house from being demolished was high snow banks. Within minutes, about 100 people had gathered at the scene, Mr. Ranger said.

Mr. Humenick said the earliest hotel patrons usually park their cars on the road in front of the building. Friday, however, they had parked in the lot at the side of the hotel furthest away from the area of impact.

"On other nights there may have been people getting out of their cars right in line with those wagons."

He heaved a sigh of relief that the accident didn't occur last weekend when about 25 people booked into the hotel because of poor driving conditions. There were no rooms rented Friday.

The owner estimated cost of repairing the building at \$100,000 minimum. He believes major structural damage was caused by the collision.

The original hotel is built of stone. Most of the damage was done to a steel section added 12 years ago.

Mr. Humenick said he doesn't anticipate any trouble collecting compensation from Canadian Pacific

He said he has no intention of leaving his home and business because of the accident. He hopes to reopen the bar early this week.

"What else is there to do? It's more dangerous to drive a car than to live beside train tracks." He knows of no previous derailment at the village.

Railway officials say it will take most of the week to clear away cars and debris. The line has been reopened for use.

07/02/1977

Ottawa Citizen

Winchester

Dalhousie Mills

Water 'suspect' near acid spill

DALHOUSIE STATION, Que. (Staff) Environmental protection authorities continue to advise about 15 families here not to use their water for fear wells may become contaminated by sulphuric acid spilled during a train derailment last weekend.

The chemical was contained in a tanker which split when it jumped the Canadian Pacific Smiths Falls-Montreal line with 39 other cars. Another 39 cars remained on the track.

A second sulphuric acid container also derailed but did not break open. Several runaway wagons rammed the village's Commercial Hotel.

While most of the spilled acid has been neutralized with caustic soda, there remains a possibility of seepage into the water table.

"This could happen," Jim Spinney, manager of Canadian Industries Ltd., Cornwall, said Tuesday. A crew of CIL experts worked from Friday night to Monday morning treating the chemical which was being shipped by the company.

Several more days will be required to complete cleanup operations, a CP Rail spokesman said. Wagons remain strewn about the scene and about 1,000 feet of track has to be laid.

One of the twin tracks has been reopened with east and westbound trains using it alternately.

The accident has been blamed on a "burnt journal" broken axle on a flatcar which was transporting logs. It's the third derailment on the same line since November.

The railway spokesman said cold weather and heavier loads are possible factors in the rash of upsets.

Bob Humenick, owner of the Commercial Hotel, has reopened one of his three beverage rooms.

Mr. Humenick said it will be several months before damage - which he estimates at about \$100,000 - is fully repaired.

14/02/1977

Ottawa Journal

Belleville

Perth

Protection gates for Perth

PERTH (Special) Crossing protection gates and lights are now being installed by CPR workmen at the double track crossing on Drummond street west in Perth.

The crossing has several viewing obstructions for oncoming trains and is only protected by flashing lights.

The installation of the new signals has been under negotiations between the town and the CPR for several years.

The estimated cost of the project is \$35,000 and the annual maintenance cost \$10,000.

The town's share will be \$4,400 for installation and \$325 per year for maintenance.

24/02/1977

Ottawa Citizen

Kingston (CN)

Brockville

Cars, engines leave track

BROCKVILLE (Special) A derailment at the Lyn Road overpass about two miles west of here early this morning has blocked both east and west tracks of CN's Montreal-Toronto main line.

Fourteen cars and two engines of a westbound CN piggyback freight train jumped the track about 1:15 a.m.

The derailment caused extensive damage to track and ties. The cars, which did not overturn, were slightly damaged.

The eastbound track is expected to be opened later today. CN officials early today were awaiting the arrival of track-clearing equipment from Montreal and Toronto.

All traffic, including the Montreal-Toronto Turbo train, is being rerouted through Smith Falls.

No cause for the derailment has been cited.

04/03/1977

Ottawa Citizen

Eganville

Douglas

Maybe just temporarily

Freight train returning to Douglas

DOUGLAS Sometime late this spring a freight train will rumble into this community for the first time since Nov. 19, 1972.

But unless the engines that follow drag three carloads of goods in or out every week the rumbling of the trains will cease, probably forever, two years later.

The trains will be coming again due mostly to the efforts of Rod McNab, manager of Campbell and McNab, a local feed mill.

McNab wasn't able to convince CP Rail that it could make money running freight over the track again. But he was able to convince railway transport committee commissioner John Gray that CP hadn't been trying to get customers for the line.

CP lost \$19,293 in 1972 running trains the 9.5 miles to Douglas from the cutoff from the main line at Payne.

Gray, in his order to the company to restore service, said the operation of the line "is uneconomic and is likely to continue to be uneconomic."

He said that even when service is restored "it won't be to provide good service to customers but to become eligible for subsidy payments."

(Under legislation the railways are subsidized up to 80 per cent of losses on freight routes.)

Even though CP isn't, and hasn't been running trains up and down the line, it is still losing money.

The company is currently paying Campbell and McNab \$6 a ton for grains it ships to the Douglas mill. It began doing that back in 1972 after talking to McNab.

The feed mill was the only customer CP had along the line at the time. "Service," McNab says, "was terrible, especially in winter."

CP asked if it could stop maintaining the line in winter in exchange for subsidizing the mill for trucking goods in and out of the station in Cobden.

"Because of the way service had been I agreed right off the bat," McNab says. A Montreal broker had told him that if his deliveries weren't more reliable he would lose customers.

McNab was under the impression that CP would start service to Douglas again in the spring. He continued to receive his trucking subsidy and the trains never came.

Trains had run between Payne and Eganville along the line that serves Douglas until 1970. CP talked the transport committee into allowing it to abandon the line except from Douglas to Eganville.

In 1976 it wanted to drop service on the rest of the line and a public hearing was called.

McNab, fearing he would lose his trucking subsidies if CP abandoned the line, showed up to argue why it should remain open.

He told the commission that business had increased 300 per cent in the four years between 1972 and the hearing and he expected it to grow even more.

Farmers, he said, would be paying \$6 to \$7 more per ton for their feeds. He wouldn't be competitive with the two other feed mills in the area and his 11 permanent and nine seasonal employees might have to look elsewhere for jobs.

McNab said a hay broker he knows would ship about 22 carloads a year from Douglas if there was rail service. He estimated his business could, in the next two or three years, supply the 100 tons to 120 tons of freight a year CP needed to justify service.

McNab wasn't the only objector at the hearing.

Barclay Dick and Murray Burwell, cattle farmers, said they and others would ship livestock and hay by rail if service was restored. Dick told commissioner Gray he phoned CP the day of the hearing and asked about shipping out two loads of hay. The company told him to take the hay to Cobden for shipment. They also told him they wouldn't subsidize the cost of transporting the hay to Cobden.

Michael O'Neill told Gray he would use rail freight to ship in the farm equipment, appliances and hardware he sells. He said he hadn't asked for subsidies for transporting goods from Rnefrew [sic] to Douglas because, in his view, "the larger the company is the meaner it is."

Terence McHale, who spoke for Bromely Township at the meeting, said the losses CP faced didn't compare to the losses of the community.

Their testimony was enough to convince Gray "that CP has done nothing to encourage shippers . . . has done little to attract the increased volume and has in fact been content to watch its previous volume be eroded by truck competition."

So he ordered the company to resume service to Douglas. But he cautioned those that argued for the service that if the traffic they said would develop didn't, the company could cease operations in two years without another hearing.

## Pedestrian killed by train

An 80-year-old Maxville woman struck by a passenger train while walking across a level crossing was one of two persons who died in mishaps at the beginning of the Easter holiday.

Provincial police said Harriet Ann McGillivray was hit by an eastbound CNR train at 11 a.m. on Maxville's Main Street level crossing.

McGillivray was deaf and apparently didn't hear the level crossing warning signals, police said.

The Ottawa-to-Montreal train was delayed 32 minutes.

## Maxville woman killed by train

MAXVILLE (Special) Harriet McGillivray, 80, of Maxville, died on the way to hospital Thursday after being hit by a CNR passenger train as she walked across a level crossing.

Provincial police said McGillivray was deaf and apparently did not hear the signal warnings when she stepped in front of the train.

The train was on a regular run from Montreal to Ottawa when the accident happened.

Maxville is 25 miles northwest of Cornwall.

## Steamers to chug on Gatineau rails again this year

Few changes are scheduled in this summer's version of the popular steam train excursions along the Gatineau River valley from Ottawa to Wakefield.

"It has been a winning formula and you don't tamper with success," says R. J. Corby of the co-sponsoring Museum of Science and Technology.

Despite cost-of-living increases in the past year, fares will remain at \$7.50 for adults and \$4 for children 16 and under.

The tickets will again be sold at the museum off St. Laurent Boulevard. Date of sale will be announced later.

The museum and the National Capital Commission joined forces five years ago to present this excursion program. They jointly pick up the operating deficit, which last summer totalled about \$20,000.

This summer the 25-mile excursions will begin July 3 and end Sept. 3. A total of 19 trips will be made.

The excursions will be held Sundays and Wednesdays, with the five-car train pulled by the "1201" locomotive purchased by the museum in 1966. The trains leave the museum "station" at 10 a.m. and return about 4 p.m.

Last summer there was one additional trip to Smiths Falls to join local centennial celebrations.- This year no extra run is scheduled.

A new passenger car has been added to the train this year. The museum recently purchased it from the Ontario Northland railway company.

The NCC had hoped to have its water-powered gristmill in Wakefield ready for visitors during the two-hour stop-over there, but work on the mill will not be completed in time.

As in past summers, members of the Bytown Railway Society will operate the train rides along the Canadian Pacific railway tracks that hug the western bank of the Gatineau.

A 27-year-old Cornwall woman who was struck by a Montreal to Toronto passenger train while chasing her dog across a railway bridge Saturday was one of three area persons to die in weekend mishaps.

Police said Jennie Hilda Binette was hit by the CNR Rapido train at 11:55 a.m. as she ran after her dog on a bridge spanning the Raisin River, just north of Lancaster.

Binette was pulled from the river by a group of fishermen, and died in Cornwall's Hotel Dieu Hospital about 45 minutes later.

## Cornwall woman dies when struck by train

LANCASTER (Staff) A family fishing trip ended in tragedy Saturday when a Cornwall woman was struck and killed by a train near Lancaster.

Jenny Binette, 27, of 763 Glengarry Blvd., was chasing her dog across a CNR bridge over the Raisin River, one mile west of Lancaster, when she was struck by the westbound train shortly before noon.

Binette was on the weekend outing with her husband Maurice and their two children.

## 275 losing jobs in mine closure

The largest employer in Pontiac County, Hilton Mines, will close permanently at the end of April, a company spokesman said on the weekend.

The decision to close the mill, located about 40 miles northwest of Hull near Bristol, Que., was made two years ago when it was discovered the supply of good quality magnetite ore had been exhausted.

Since then, company and government officials have tried without success to find a way to keep the mine open and save the livelihoods of its 275 employees.

The loss of almost \$3 million in annual wages is going to have "a really severe economic impact on the county," says Chris McColgan, who is heading a special committee to help find the workers new jobs.

"And it's going to be even rougher on the employees" whose average age is 53, McColgan said.

About 175 workers have already been laid off, leaving 110 to count down the mill's final hours.

Meanwhile, McColgan's committee is launching a widespread information campaign in the hope that industry elsewhere will open their employment offices.

McColgan said the workers, who have been earning an average of \$5.50 an hour, will each get severance pay totalling about \$5,200 - but not until they have been out of work for almost eight months.

"If they got their severance pay right away, they wouldn't be entitled to receive unemployment insurance benefits for quite a long time.

"And those UIC cheques are just about all a lot of them are going to have to live on until we find them jobs," he said.

Hilton Mine is Dead

Reality hits hard for Bristol folk

BRISTOL, Que. These are not happy days at the Hilton Mines here, the largest employer in Pontiac County.

And the reason is simple. The mine operation is scheduled to close down permanently by the end of next week.

The decision to close the open pit mine, located about 40 miles northwest of Hull, was made two years ago when it was discovered that the supply of good quality of magnetite ore had been exhausted.

"It is something we have been told about for a long time, but it is hard to believe that it is really going to happen," said Bob Moore, who has been working at the mine since it opened 20 years ago.

Judy Lafleur, switchboard operator and receptionist at the mine, said she tries not to think about it. "It has still to hit me. It is so unreal."

Like most of the employees including mine manager Hugh Manuel she has still not found a new job.

"It is a grim situation," said Chris McColgan, of nearby Quyon, who recently agreed to head a Canada Manpower committee set up to find new jobs for the workers.

"We are currently in the process of finding out what jobs the 278 employees can do and who are the ones who would be ready to relocate.

"But is a very tough job." The average age of the employees at the mine is 53, he said.

His committee is also working in close collaboration with Tom Lefebvre, MP for Pontiac, to find a new industry to fill the vacuum.

"We are looking into a dozen different possibilities at the moment," but nothing concrete has yet been worked out, said Lefebvre.

They are looking into the possibility of converting the mine site into an industrial park.

Two rail lines in the area, established heavy duty power facilities and a new road, make the site ideal for an industrial park, he said.

The Outaouais Development Corporation will aid in the search for new industries.

"But there is no miracle solution at hand and there is no doubt about the fact that it will have a big economic impact on the area," said Mayor Orla Young of Shawville.

A large number of the mine employees live in his community "and therefore we will feel the impact more than anyone else.

"We'll certainly miss it (the mine) because it was a bonanza for our economy." He said the annual mine payroll totalled about \$4.5 million last year.

"But it is not the end of the world for us because we knew from the start that it was only a temporary operation and provided an extra boost to our farming (income)."

Manuel agreed. "It is one of the facts of life of a mine operation that once the good ore is exhausted it must close down."

Looking down the 870-foot mine crater, he said all avenues were thoroughly studied before the decision to close was made.

Operations at the 1,500-foot-wide and 3,000-foot-long pit ceased early last month. "We are continuing on a day-to-day basis, until our stock piles are cleared up," he said.

The iron-bearing magnetite was first discovered in the area a century ago, but it wasn't until 1958 when Hilton Mine began its open-pit operations that the mineral was extracted on a large scale.

Some four million tons of ore was extracted annually and refined locally to produce some 900,000 tons of iron pellets used to make steel.

The iron was shipped to the Steel Company of Canada in Hamilton and to two American firms, Pick-lands Mathis and Jones-Laughlin. All three companies own shares in Hilton Mine with Stelco's share being 50 per cent.

Manuel said that there is a good quality of ore next to the mine pit. "But to get to it, we would have to go through some 400 feet of waste which would not make it economical to extract."

To get to this ore, he said, would require digging for more than 18 months at a cost which would surpass the profit of extracting the ore.

He said the workers, who have been earning an average of \$5.50 an hour, will each receive termination pay based on years of service. The average payment will total about \$5,000.

But Tim Radey said he has heard such "gloomy rumors" before. He worked in a mine in Sudbury for 15 years until he came to the area two years ago. When he was laid off last summer at the Hilton Mine, he and his wife bought a nearby grocery store.

"I have heard such talk before," he said. "But I prefer to be more optimistic about it. I am still convinced that the shutdown will only be a temporary one and some other company will re-start the operations."

If this doesn't happen, "it will certainly affect our business, because most of the workers at the mine stop at our place before going home.

"Without this business, we will be hard put, because there are not too many people in the area although in the summertime there are many cottages here," he said.

Shutdown April 29

No more chances for Bristol mine

By Michelle Morissette - Journal Reporter

BRISTOL, Que. (Staff) Bristol's ill-fated Hilton Mine has been dealt its final death blow.

Although formally scheduled to be shutdown for good April 29, the mine has continued to operate on a day to day basis in the hope that efforts to meet with the Quebec government and private investors would provide a last minute reprieve.

That reprieve will never materialize. Following the last of a series of meetings in Quebec City, ministry of natural resources officials said Wednesday that, having studied the problem carefully, there was no possible chance the government would intervene to help save the mine.

"We've been studying the situation closely since the first warning of closing, in 1974. We've geologically examined more than 200 prospects in the region and we've come to the conclusion that any provincial investment in keeping the mine open or moving to a new site would not be feasible, it also would operate at a loss," said Roger Sirois, director of economic and mineral development branch.

"In most cases mineral deposits are too low or wastes too high and an enormous amount of rock would have to be removed before it became economically feasible."

"It would take an investment of \$15-\$20 million just to remove the rock, only to get low grade ore."

Mine officials and employees will not be surprised to hear the government can't make a go of it.

Although hoping against hope for a final miracle, they've been prepared for the closure for some time and the remaining 180 employees have already been given their walking papers.

The open-pit mine in this community 40 miles northwest of Ottawa had been operating at half-capacity since it was first scheduled to shutdown last summer.

About half of the company's 350 employees had been laid off in the fall as the reserves of iron-bearing magnetite ore dwindled.

Magnetite was first discovered in the area about 100 years ago, but it wasn't until 1958 that Hilton Mine began large scale open-pit operations.

About four million tons of the ore was extracted annually and refined to make iron pellets used in the manufacture of steel.

Freight train takes tumble Workmen tackle the big job of cleaning up after a 36-car train derailment in Templeton today. There were no injuries when the Canadian Pacific freight tumbled off the main line 15 miles east of Hull, near Lorraine Boulevard. The derailment, which will take about two days to clear, has forced cancellation of the 7:15 a.m. passenger run from Ottawa to Montreal. Cause of the accident is not known.

Elderly man killed when struck by train

LANSDOWNE (Special) An elderly man died instantly early Wednesday morning when he was struck by a Canadian National Railways train here.

Orville Hall, a retired farmer in his early eighties, lived near the CNR line and was apparently walking along the tracks about 1:30 a.m. when the accident occurred.

16/05/1977 *Ottawa Citizen**Lachute**Gatineau*

Teens admit tampering with switch on railroad Gatineau police said today two teenagers have admitted tampering with a track switch prior to last Wednesday's 20-car train derailment. A spokesman said charges would be laid against the two, aged 13 and 15. No one was injured in the derailment, which caused about \$500,000 damage.

06/07/1977 *Ottawa Citizen**Maniwaki*

Keeping it together . . .

Workmen doing jobs like this played a significant role in keeping Canada together in times past. The railway was the nation's key transportation link and repair of the great steam engines kept the trains rolling. Bruce du Fresne, 21, (left) a third-year engineering student at Carleton University and Gerald Gaugl, 22, show that old skills can be relearned as they prepare to start this old engine for the start today of the National Museum of Science and Technology's excursion to Wakefield held twice weekly during the summer.

07/07/1977 *Ottawa Citizen**Maniwaki*

NCC excursions start

Old 1201 back on the rails

By Jim Hayes Citizen staff writer

There was a time, a few decades ago, when Canadian Pacific's steam locomotive No. 1201 was harnessed to great national purposes. In her infancy, she took men and their weapons to war, later returning them to what was to be a world of peace and plenty.

With the end of the Second World War, Canada leaped into a great economic boom and No. 1201 helped move a torrent of goods, along with the people that made and consumed them.

Moving purposefully, at speeds up to 90 miles an hour, it logged over a million miles before diesel locomotives and passenger aircraft pushed the old steam engine off the main line, and eventually out of service. She was retired in 1959.

Wednesday, they ran her down the tracks again this time at a leisurely 25 m.p.h. to provide a few hours of recreation and nostalgia for 260 people.

They were the first passengers this year on the National Museum of Science and Technology's twice-weekly excursion train to Wakefield.

The six-hour event begins at the museum at 10 a.m. Wednesdays and Sundays until Sept. 4. In addition to the locomotive, the train is composed of vintage Canadian Pacific Railway cars.

Young parents with children dominated Wednesday's passenger list. Riders arrived early carrying picnic hampers, clearly determined to have a good day.

"Please," begged one mother as her two sons wrestled for the window seat, "be good boys and we all can have a good time."

A few railway buffs had come to add to their "collection" of trains. "I'd go almost any distance to ride an old train like this," said Bob Palmer of Woodstock, Ont. "There are so few left and that's a great pity."

Parents, grand parents 'turned on' by steam train trip

Although children seem to make up most of the passenger list, it's their parents and grandparents who seem to get the most enjoyment from the twice-weekly steam train excursions to Wakefield.

Everything from the swivel seats with their green upholstery to the overhead luggage racks was so familiar, they assured one another. They crowded close to the locomotive before the trip began and strained to hear, through the babble of childish voices, the beat of the pistons as the train crept through the city.

"Did you really ride on trains like this in the olden days, Granddad?" a little girl asked. "Yes," she was told, "my mother and father took me on an excursion just like this."

It was the almost forgotten wail of the steam whistle that touched the most responsive chords of memory. That sound had spoken in their youth of far places and high romance and they spoke of those things Wednesday as the train rolled slowly along the Gatineau River.

"How it takes me back," one man observed. "I used to lie in bed as a boy on our farm in New Brunswick and listen to the train whistle and tell myself: Some day, you will be on that train. Do kids today have anything like that, I wonder?"

Cloudy skies and scattered drops of rain met the passengers at Wakefield but they received little attention. There, the locomotive and one car are turned around on a manually-operated turntable in a half-hour process drew a big crowd of passengers and townspeople. They were busy minutes too for some parents when their children darted forward to put pennies on the track before the advancing locomotive.

The contents of picnic hampers stilled the children and provided parents with a respite before they began to herd their family back on the train for the return trip to Ottawa.

Younger children, by then, were tired and cranky. Even the paper-cup dispensers and toilets had lost their fascination. Soft drinks from the souvenir counter restored calm until the youngsters yielded to the hypnotism of motion and sound and sat quietly while weary mothers leaned back their heads and closed their eyes.

At 3:50 p.m., Locomotive No. 1201 managed a feat probably never achieved in its regular railway service by arriving at the museum station fully 25 minutes ahead of the advertised time of arrival.

"We're home, thank God," muttered one mother. Had she enjoyed the excursion. "Oh yes! But if I did it again, I don't think I would take the kids."

08/07/1977 *Ottawa Citizen**Maniwaki*

Steam train trips may be doomed if CP wins bid to abandon line.

By Dan Karon Citizen staff writer This will be the last summer for the popular steam train excursions between Ottawa and Wakefield, if CP Rail has its way.

The railway submitted an application earlier this week to the Canadian Transport Commission to abandon its track between Hull and Maniwaki.

"We had no choice but to submit this application because this line is very rarely used and we have had to operate it at a loss for the last 10 years," said a company-spokesman today.

Until the mid-1960's the 74-mile long track was regularly used by both freight and passenger trains.

During summer months, the section between Hull and Wakefield is used for the steam train excursion run by the Museum of Science and Technology and National Capital Commission.

However CTC officials said today there is still some chance the line will be kept open. They said public hearings will be held later this year to determine whether there is any justification for keeping the line open.

If the CTC finds there is some reason to keep the line open, it can order the railway to do so and help with federal subsidies.

"This is exactly what we are going to try to do," said Harold Kelly, secretary of the Gatineau County council.

The county council is organizing a mass meeting for next Tuesday in Gracefield to present a "common front" to oppose the abandonment.

"It will be a very hard economic blow for the area," said Tom I. efebvre. MP for Pontiac. "It is true the line is not used very much at this time, but it would be a serious mistake to abandon the line now.."

Both he and Michel Gratton, MNA for Gatineau. said within a few years there will be a need for the line.

They noted the federal and Quebec governments recently agreed to build a new road between Maniwaki and Temisca-mingue which will open a new pulp and paper market.

"What is the use of building this road and bringing all the new lumber to Maniwaki if you can't get it out again?" said Gratton.

**11/07/1977   Ottawa Citizen   Winchester   Finch**

Finch again in centre of CP Rail accident

FINCH (Staff) Seventeen cars of a CP Rail freight train jumped the rails here during the weekend, the second such accident this year.

A United Co-operatives of Ontario worker said he and his colleagues are worried about the possibility of derailed cars someday crashing into their store, adjacent to the tracks.

There were no injuries when the 17 loaded cars derailed, blocking the Smiths Falls-Montreal line.

Work crews had cleared one of the two tracks by today and were continuing efforts to unplug the second track.

In January, 14 cars jumped the rails blocking a highway through Finch for several hours.

**20/07/1977   Ottawa Citizen   Winchester   Finch**

Derailement blamed on human error

By Tom Van Dusen Citizen staff writer

CHESTERVILLE Seventeen Canadian Pacific freight cars derailed at Finch July 10 because of human error, not a broken wheel which at first was the suspected cause.

As a result of the accident which will cost CP Rail as much as \$250,000 an area track supervisor has been transferred to a less demanding post, L. A. Hill, general manager of operation and maintenance for the railway's eastern region, told The Citizen Tuesday.

A rail defect at Finch had in fact been detected by a track recorder car 10 days before the wreck and it could easily have been prevented, Hill said."

"A half hour spent resurfacing the track would have corrected the condition and the derailment would not have occurred," he said.

The recorder car which contains equipment to detect various track flaws had rated the problem at Finch a priority. It should have been remedied immediately, Hill explained.

"The maintenance staff didn't appreciate the magnitude of the defect and just didn't get around to fixing it," he said.

The 17 cars part of an 87-unit Toronto-bound freight left the tracks because a dip had developed in a bridge approach. The irregular surface was detected by the recorder car.

There were no injuries and little damage to private property in the derailment, the second at Finch this year. Fourteen cars of a 100-unit train piled up last Jan. 7 after a wheel broke.

**29/07/1977   Ottawa Citizen   Thurso and Nation Valley   Thurso**

Thurso and nation Valley Railway equipment (above) at MacLaren mill. Gaetan Lafleur (right) runs railroad.

Thurso timber train longest log line

By Dan Karon Citizen staff writer

Gaetan Lafleur of Thurso, uncle of the famous Montreal Canadian hockey superstar, is more interested in trains than hockey.

And there is a good reason for it. He is in charge of running Canada's longest logging railway system, the Thurso and Nation Valley Railway, owned and operated by the James MacLaren pulp and paper company.

Anyone passing through Thurso, a small pulp and paper town on the north shore of the Ottawa River some 35 miles east of Hull, is unlikely to be aware of the railroad's existence.

A simple machine shop at the side of the company's huge pulp and paper complex serves as the T & NVR terminus.

"We don't need any fancy stations because we are strictly a logging operation," said Lafleur, who heads a 21-man railway staff.

But the modest staff is deceiving. The T & NVR consists of five diesel locomotives ranging from three 70-ton engines to a 25-ton switcher, plus 145 different type of wagons.

The most impressive statistic of the railway system is its length. It stretches 56.2 miles north from Thurso into the heart of the company's timber cutting territory in Labelle County.

During the summer months, at the height of the timber cutting season, Lafleur travels the whole route almost daily.

"It takes about five hours to make the return trip, depending on the length of the train," he said.

Normally, two big engines are used to pull between 35 and 50 wagons. "But when we get a huge load, we use all three big engines and up to 63 wagons," he said.

The power of two engines is necessary for normal runs because the route cuts through some rugged terrain with steep slopes and 255 curves, some of them as tight as 18 degrees.

Although the railway is not equipped to transport passengers, on several occasions rail fans are allowed to come along.

"The most popular time is in the fall when the leaves on the trees change color, making it a breathtaking experience," said a smiling Lafleur. It is his favorite season.

The railway system wasn't built overnight. It was started in 1925 by the Singer Manufacturing Company which built the pulp and paper mill in Thurso.

The initial spur was 23 miles long. After about 10 years of operation, the territory in the vicinity of the railway was denuded of usable timber and the first extension was built.

The last extension was completed in 1941, when the railway was extended about 15 miles north of Duhamel, a village north of Lac Simon.

"Building such a railway system would be impossible financially in this day and age," said Pierre Seguin, a MacLaren spokesman.

This, he said, is why his company is one of the few in Canada that still operates a railway.

"But we are fortunate in having it, because it eliminates having to truck the logs from our timber cutting rights, which is an expensive operation," he said.

**05/08/1977   Ottawa Journal   Maniwaki**

Queen to ride into Quebec on NCC train to Wakefield

By Jim Kobb Parliamentary Staff

Queen Elizabeth will be in Quebec during her five-day visit to Canada this October despite earlier reports her Jubilee Year trip would be confined strictly to Ottawa.

Sometime around noon Oct. 16, she will step onto the railway platform at Wakefield station from a specially-dressed up car of the National Capital Commission's summertime excursion train, en route to a luncheon with Prime Minister Tru-deau at his Harrington Lake retreat.

The NCC train runs on a twice-weekly schedule from the Museum of Science and Technology to the Uatineau village and return during the summer months. It has been operating for four years.

The train is pulled by locomotive 1201, the last steam-power engine built for the Canadian Pacific Kail-way. The engine will probably be in for a special sprucing-up, although it is maintained in top condition.

Details of the Queen's Ottawa visit haven't been made public, but she is expected to award a special Jubilee medal that will be given for achievement in a number of fields including science, education and sports.

A large public reception is also a possibility.

**25/08/1977   Ottawa Journal   Beachburg**

Car crushed by train

The squashed remnant of a late-model automobile is hauled away by a tow-truck after it collided with a CNR dayliner on the fifth line of Huntley Township, about 20 miles west of Ottawa today. A 38-year-old Kinburn man was instantly killed in the mishap, which occurred about 6.30 a.m. The man's identity is being withheld pending notification of his family



25/08/1977 *Ottawa Citizen* *Beachburg*

One dead in crash

One person is believed dead following an early morning car-train collision today at an unprotected crossing on Huntley Township's Fifth Line. Ontario Provincial Police in Bells Corners declined to release the identity of the victim, saying next of kin have not been notified. The crash occurred at 7:05 a.m. about 11 miles from the Ottawa train station. The Canadian Transport Commission and CN are conducting an investigation.

26/08/1977 *Ottawa Citizen* *Other*

Discovery Train gets Ottawa refit Railways played a key role in the creation of Canada and next year they will be pressed into service again to preserve national unity. A travelling exhibit to be named the Canadian "Discovery Train" will begin a tour that will take it to 83 communities across Canada in a five-year-period. This is an artist's conception of the train, to be fashioned out of the American Freedom Train which toured the U.S. last year and was scheduled to arrive in Ottawa to day to undergo a \$650,000 conversion.

26/08/1977 *Ottawa Journal* *Beachburg*

Car,train crash kills Kinburn man

Ontario Provincial Police identified Wayne Frank Roger, 38, of Kinburn, as the man killed Thursday at a level crossing near his home. Police said Mr. Roger was alone in his car and struck a CNR dayliner on the Fifth Line of Huntley Township, about 20 miles west of Ottawa, at 6.30 a.m. Coroner Dr. J. A. Thompson will decide if an inquest is to be held.

24/09/1977 *Ottawa Citizen* *Maniwaki*

As part of her five-day visit to the Ottawa area the Queen will travel to Wakefield on a special run of the steam train organized by the National Capital Commission and the Museum of Science and Technology.

After a brief ceremony at the Wakefield train station, she will go to the prime minister's summer residence at Harrington Lake for an official banquet.

11/10/1977 *Ottawa Journal* *Winchester* *Monkland*

Train derails, damage more than \$100,000

MONKLAND (Special) Damage in the derailment of 45 boxcars from a 157-boxcar 157-boxcar 157-boxcar train Sunday has been estimated by officials to be well over \$100,000.

The derailment occurred in this village, about 13 miles north of Cornwall late in the morning. Eyewitnesses said it appears to have been caused by a wheel on a boxcar jumping the track.

There were no injuries but one close call was reported.

An Alexandria woman, Kathleen Joubere, was waiting in her car for the train to pass when it derailed causing over \$500 damage to her car. Stones hit and destroyed her windshield and scratched most of her car.

As a result of the derailment two highways through the village were blocked and traffic was rerouted by police. Highway 43 from Chesterville to Alexandria was closed about four hours while Hwy 138, leading to Hwy 417 was closed about one hour.

CP officials said the total damage was relatively light because most of the boxcars were empty at the time. They were being brought back to Smiths Falls. from Montreal at the time.

CN [sic] officials admitted their biggest problem now will be cleaning up the mess.

Work crews are expected to stay on the scene for the next two weeks with full traffic on this main rail line expected to resume Thursday. Workmen did manage to get the eastbound line re-opened Monday afternoon.

11/10/1977 *Montreal Gazette* *Winchester* *Monkland*

Tracks cleared after derailment

MONKLAND, Ont. - (CP) - Both tracks of the CP Rail main line between Toronto and Montreal were reopened yesterday after work crews removed 43 freight cars that were derailed Sunday near this community 18 kilometres north of Cornwall.

No one was injured in the accident which also blocked Highway 43. The freight train, carrying milk products and wood chips, was en route to Toronto from Montreal.

Trains used Canadian National tracks during the clean-up.

FREIGHT DERAILED IN MONKLAND AREA

Operations returned to near normal today as clean-up crews worked round-the-clock over the Thanksgiving holiday weekend repairing tracks and clearing the mess left when 43 cars of a Canadian Pacific Railways freight train hauling 111 cars were derailed near Monkland, some 20 kilometres from Cornwall.

No one was injured in the derailment.

The freight train was travelling to Toronto from Montreal, carrying a cargo of milk products and wood chips.

Only 18 of the cars were loaded. Of the 43 cars derailed, only four were loaded, three carrying milk products and one carrying wood chips.

A CPR spokesman said today cause was a broken axle.

CPR officials say damage will run into several thousand dollars. "It will be a week to 10 days before we get some kind of estimate," a senior official said.

The derailment, shortly after 10 a.m. Sunday, blocked both eastward and westward mainline and also Highway 43.

The highway was cleared soon after the accident. Early Monday the eastward section of the mainline was opened and CPR officials say the westward line will be reopened later today.

Passenger traffic was switched to Canadian National Railways during the cleanup. The spokesman confirmed more than 300 feet of railway track was torn up during the derailment.

Cars Wrecked

Some of the freight cars were wrecked. The empty boxes are usually used to carry grain.

Bulldozers from the area helped clear the tracks Sunday afternoon and Monday. This is the fifth CP derailment in the area in the past few months and second in the vicinity of Monkland.

The last derailment in the Monkland area occurred early last November when 21 cars from a westbound freight train derailed just east of Monkland, tearing up a huge section of rail line and ripping up part of Highway 43.

Monkland residents living near the scene of the derailment said they were rudely awakened by a loud rumble thinking it was an earthquake.

Bert Sabourin, a businessman in Monkland, said the derailment shook his house.

"Trains pass from here all the time," he said. "This was the first time it shook the house."

Mr. Sabourin said he heard a loud rumble and outside his living room window he saw railcars piling up. "This is the worst pile up I have ever seen."

The business man whom has been living in the same house for the past 10 years said it was the loudest noise he had heard.

Melvin Massia, 16, a student at Tagwi Secondary School said he saw a wheel come off one of the cars.

"At first I thought it was an earthquake," he said. "But then, looking through a window across the road, I saw cars piling up. Everything ended up in a big mess."

Mr. Massia said the impact of the derailment shook everything in the vicinity.

Heat detectors could have averted crash. (with aerial photo)

Heat detectors to be installed next month might have prevented Saturday's 43-car derailment near Cornwall, Canadian Pacific officials said Monday.

A CP spokesman said a broken axle on one of the freight train's 111 boxcars was responsible for Saturday's pile-up on the Montreal-Toronto main line at Monkland.

Three hundred feet of track were 'torn up as boxcars crashed into each other and one was thrown in the air. All but 18 of the cars were empty and no one was injured.

An official at the scene who examined the axle said it apparently broke after overheating.

"The roller bearings run hot at times and they sometimes break."

"We're installing six new hot-box detectors between Montreal and Smiths Falls," said the official, who asked not to be named. The sensing devices would definitely detect an overheating axle, he said.

Last November, 22 cars of a 44-car Toronto-bound CP freight train went off the tracks in the same area. No one was injured.

Gordon Lark, CP's chief train dispatcher in Smiths Falls, said Monday that CP decided last spring to install the detectors.

"But they had to order parts from the United States, so they won't be operational until about November," he said.

The derailment, shortly after 10 a.m. Saturday, left dozens of boxcars strewn on either side of the east and westbound tracks about 300 feet north of Monkland, a village of 150. It's 65 kilometres southeast of Ottawa, just above Cornwall.

CP Rail said freight cars littered across Highway 43 were cleared with bulldozers and cranes by work crews sent from Montreal and Toronto.

The highway was reopened by early afternoon.

Service was restored, but running slowly, on the eastward line early Monday morning. CP predicted the westward line would be usable by the end of today.

Of the 43 cars involved in the pileup, three were carrying powdered milk and one contained charcoal briquets, CP said. The rest were empty wheat boxcars.

Monkland resident Gudrun Spor-ring told a reporter she was at her front door checking the thermometer when she saw the train passing.

"All of a sudden I heard a grinding crash and one of the cars rose in the air and settled on top of the others. It looked just like a pile of matchboxes."

Another resident, Melvin Massis, was watching TV when his house started shaking.

"I looked out and I saw the front axle of the wheels on the car coming off," he recalled.

"The cars all started piling up, one on top of the other. One of them went up about 30 feet. It just seemed as if someone was lifting it up slowly."

The cost of the derailment will not be known for "a week to 10 days," said the CP spokesman.

An investigation of the accident will be conducted by safety officials from CP and the Canadian Transport Commission.

*12/10/1977 Ottawa Citizen Winchester Monkland*

Railroad repairs almost complete Train traffic is returning to normal on CP Rail's Montreal-Toronto main line at Monkland. Company officials said track repairs would be completed by noon today on the 300 feet of the westward section torn up Sunday by a derailment involving 43 freight cars. Service has been maintained since Monday morning by running slowly.

*12/10/1977 Ottawa Citizen Winchester Monkland*

Railroad repairs almost complete  
Train traffic is returning to normal on CP Rail's Montreal-Toronto main line at Monkland.  
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Service has been maintained since Monday morning by running slowly.

*15/10/1977 Ottawa Citizen Maniwaki*

Sunday, they are to take a steam train to Wakefield, puffing away from the old Ottawa West train station at Scott and Baysview streets about 11:35 a.m.

*17/10/1977 Ottawa Journal Maniwaki*

A trip to remember  
Christopher Cobb  
Hundreds brave rain for glimpse of Royal Train.  
For slightly more than an hour Sunday afternoon, the Royal train steamed steadily from the old Ottawa West railway station on Scott Street until it reached the rustic elegance of Wakefield - a small picturesque village along the banks of the Gatineau River.  
There was a short delay enroute to allow the Queen time to receive a small bouquet of flowers from Jan Yantha, a 10-year-old boy from Hull. Jan said he had grown the flowers in his garden and the Queen looked both delighted and surprised at the gift.  
Locomotive number 1201, proudly bearing the Royal crest, puffed slowly across the Prince of Wales bridge and picked up speed as it steamed into Quebec. The old engine was "officially retired" in 1959 after logging a million track miles. She can still reach speeds of 90 miles an hour on a good day and a good track, but Sunday neither were available.  
Despite the drizzle, hundreds of people turned out to watch the Royal couple pass by. Spectators thronged along the tracks, waving flags and hands as they watched intently for a glimpse of the Queen and Prince Philip.  
One group had poured champagne and were holding up their glasses to toast the Royal presence. Another gathering had decorated their raft with a huge Union Jack and were giving an enthusiastic welcome as they floated on the Gatineau River.  
Three members of the Bytown Railway Association - Bob Millican, Duncan du Fresne and Colin Churcher - were on board. The trio had worked all weekend to get the train into tip-top condition for the journey.  
The Queen, Prince Philip and other dignitaries occupied the last two carriages. The Queen's parents rode in them nearly 40 years ago" when they visited Canada, and the Queen herself may have remembered the green upholstery in the train's royal salon from 1951 when she came here as a Princess.  
Everyone on a Royal train gets a wave from spectators, and few could resist the temptation to wave back at the crowds along the track.  
The journey was relatively smooth but the engine had to puff extra hard as it pulled its five carriages up the notorious Mile Hill at Chelsea. Nobody really noticed but, according to the resident railway association experts, the wheels slipped several times on the greasy tracks. .  
"See that tree up there?" asked one. "Well, when we get past that we can relax. That's where the hill ends and from there it's dead easy."  
Rain-sodden Quebec Provincial Policemen - 200 of them - were stationed intermittently along the route as a security precaution, but they had little to do except watch, like everyone else.  
The crowds got larger as the train reached Wakefield and at the roundabout just beyond the station about 2,000 cheering people watched it pull in.  
Scouts, guides, cubs, brownies and local Legion members waited as the Queen walked the length of the train to thank 57-year-old engineer Ab Sabourin, CP's senior Ottawa area engineer, and his fireman Rudi Lamothe.  
"It was a trip to remember," said the veteran engineer. "She asked me about the engine and a few other things. But apart from that, it was just like any other trip."  
After a short walk-about when they waved to the crowd and spoke briefly to a couple of Legion members, the Queen and Prince Philip drove through the village and on to Harrington Lake for lunch with the provincial premiers.  
The Royal train meanwhile was taken back to Ottawa to be housed in the Museum of Science and Technology until next summer when it goes back into service for Ottawa-Wakefield novelty rides. The Royal cars, however, will be out of circulation until they are called upon again.  
And that, as many of Sunday's passengers sadly noted, 'could be a lone way down the track.

*17/10/1977 Ottawa Citizen Maniwaki Wakefield*

Royal Handshake. Following arrival of the Royal Train at Wakefield, Que., during the recent Jubilee visit, the Queen is shown bidding farewell to fireman Rudi Lamothe while engineman Albert Sabourin looks on with Prince Phillip and La Peche mayor Cleo Fournier and Mrs. Fournier. These two CP Rail employees, along with conductor Donald E. Gaw; trainmen S.F. Palmer and P.A. Robinson operated the train from Ottawa to Wakefield on behalf of the National Museum of Science and Technology. Engine 1201, an oil-fired steam locomotive, built by Canadian Pacific in 1944 at Angus Shops was decorated with the royal crest for this historic journey.

*21/11/1977 Ottawa Citizen Chalk River*

Man merely shaken in car-train bump  
CHALK RIVER (Staff) An area resident escaped injury Friday when the car he was driving hit a moving train.  
Douglas Roblin, 18, of RR 1, Chalk River, was shaken up and his car was destroyed, said Ontario Provincial Police in Pembroke.  
Roblin was driving out of the Petawawa Forestry Experimental Station, 20 miles west of Pembroke, towards Highway 17 when he struck the side of the Canadian Pacific train The Canadian, which was travelling west at about 80 kmh, police said.  
There are no train signal lights on the paved, private road. The accident occurred at dusk.  
The train's engineer told police he saw the car trying to stop.  
No charges have been laid.

*06/12/1977 Ottawa Citizen Alexandria*

Ripping up the rails  
A front-end loader removes railway ties from a CN train detour around the Highway 417 overpass at Sheffield Road on Monday. The four-lane bridge is complete and the track is being ripped up. Remaining rails are in the foreground.

## CN Closing Local Station

The Canadian National (CN) Railway station in Eganville is closing at the end of this year in the name of more efficient service, according to a CN spokesman in Ottawa.

The man who did not wish to be identified, said the station was not closing as such, but rather the service was being extended to areas which do not currently receive a pick-up and delivery service from CN.

He said current service was "very restricted" in that it only provided for the pick-up and delivery within the limits of the Corporation of Eganville. The new service covers any point on or south of Hwy. 17 in Ontario.

12/12/1977 *Ottawa Citizen**Carleton Place*

## Boy dies in snowmobile - train crash

Fourteen-year-old Daniel Welch, of 102 Orville St., died when struck by a westbound Canadian Pacific passenger train as he attempted to cross the tracks just north of his home on the 10th concession.

Police said the snowmobile had stalled on the tracks and the boy was struck by the train before he was able to jump clear. The accident occurred at 2:25 p.m.

21/12/1977 *Ottawa Journal**Renfrew**Eganville*

Eganville's train station is soon just a piece of memorabilia

By Bill Collins Journal Correspondent

EGANVILLE Another piece will be added to Canada's impressive collection of aging rail-side buildings which serve solely as historic landmarks Dec. 31, when Canadian National Railways closes its Eganville station.

The decrepit station, actually in Grattan Township, has a history of almost 60 years. The original building burned down in 1914 .after 17 years service.

The site has been owned by a series of four railway Companies.

Built by Ottawa's legendary lumberman J. R. Booth, the original "Ottawa-Whitney line" was officially opened as the Ottawa, Amprior and Parry Sound Railroad (OAPSR) in 1897.

Linking St. Albans, Vt., and Depot Harbor on Georgian Bay, OAPSR did yeoman service for the lumber industry until 1900 when it became the Canada Atlantic Railway, which, in 1904, joined the Grand Trunk Railway (GTR) system.

GTR was taken over by CNR in 1921.

Like the animal-lover who docked a puppy's tail "a little bit at a time so it wqldn't hurt so much," CNR has cut off service at Eganville in a series of major operations which has caused the area considerable economic pain.

At one far distant date, Eganville was served by six passenger trains a day. After New Years Day, the village won't even be a freight train whistle stop.

Deaf to the screams of community leaders and their elected representatives, CNR cut off Eganville's passenger service a dozen years ago.

Telegraphic service was amputated two years later.

The CNR agent was removed in 1968.

John Redmond, who was agent at that time, has served at the Eganville station since then as CNR's "express representative" or "on-hand clerk."

He will not enter full retirement until May, when he will have worked 50 years for CNR but the station will be locked Dec. 31.

After that, CNR patrolmen who cruise the line once a week will "keep an eye on" the crumbling building until it collapses or is otherwise disposed of - or, "until the trains come back."

"Who knows?" said Redmond. "If the energy (crisis) gets so bad that the cars are taken off the road who knows?"

30/12/1977 *Ottawa Citizen**Belleville**Perth*

## Derailment almost made sticky mess

PERTH (Staff) The 14th car of a 93-car Canadian Pacific freight train derailed in downtown Perth Thursday, but its cargo of 75 tons of molasses was intact when it came to rest almost a kilometre down the track.

No one was injured, but "it could have been a sticky mess," said a Perth police spokesman.

The derailment occurred just after 5 p.m. as the train, eastbound to Smiths Falls, passed the Wilson Street crossing. The car was dragged down the track, causing minor damage to railway equipment. Cause of the derailment has not been determined.

While the three main crossings were blocked by the train, a three-mile detour provided access to the northern part of the city.

Roads were reopened to traffic by 8 p.m. when all sections of the train except the damaged car were removed. Police say heavy equipment may be needed to remove the car.

30/12/1977 *Ottawa Journal**Belleville**Perth*

## Train derailment blocks Perth traffic

PERTH Traffic was blocked off in and out of the west side of Perth Thursday evening after a tank car on a west bound CPR freight train derailed. The derailment occurred about 5 p.m. and the train was moved off the Wilson and Drummond Street crossings about 8 p.m. Traffic in and out of town had to be rerouted to Glen Tay, four miles west of here. The derailed tank car loaded with molasses remained upright near the CPR station on Herriott Street. Workmen began repairing about 100 feet of track Thursday night and a crane was dispatched from Toronto to lift the car back on the track. Eastbound trains were switched onto the double track around the scene of the wreck.