

Local Railway Items from Area Papers - 1978

05/01/1978 *Ottawa Citizen*

Renfrew

Ski train

Family ski excursions train ready

Winter sports enthusiasts will be able to take a leisurely train ride to ski country in Barry's Bay during February, thanks to the efforts of a Nepean resident. Dick Howey, chairman and only member of the Nepean-Aylmer Transit Committee has organized weekend excursions from Ottawa to Barry's Bay aboard a special CNR train.

"While primarily a "family ski excursion", the four-hour 110-mile trip should also appeal people interested in numerous other winter activities, said Howey. "Barry's Bay has excellent downhill and cross country ski facilities, but, there's also ice fishing and sleighrides," he said. "It's ; really beautiful country and the train ride makes it a nice relaxing family venture.

Howey developed the idea for the project after being asked by Nepean township officials for some "novel" ways of raising funds for Nepean senior citizens. He had taken a trip on the rail line five years ago, the last time it was operated.

"We really haven't had a ski excursion like this in Ottawa for years people are really excited about the prospect."

The project has backing from the National Capital Commission, Seagrams, and a number of community groups if it runs at a deficit, Howey said. "But we hope it will go the other way.

Howey is also waiting for confirmation of a \$10,000 provincial grant to help pay for the train. CN is charging \$35,000 for the locomotive, baggage car and four coaches for the four February weekends. Any profit from the venture will be turned over to the Nepean Fundraising Committee, a township charity organization for senior citizens and the handicapped.

The train will leave Ottawa station at 7:30 a.m. Saturday and Sunday, taking on passengers at Bells Corners. It will be returning both days at 6 p.m.

It will also stop in Renfrew for people wishing to visit the Calabogie-Dacre area.

Adult round trip ticket prices will be set at \$16 to Barry's Bay and \$10 to Renfrew, said Howey. Children will ride for half.

Howey said he hopes to establish a number of ticket outlets when plans are finalized.

11/01/1978 *Eganville Leader*

Renfrew

Ski train

Ski Train To Make Trip

A winter weekend train, running from Ottawa through the valley to Barry's Bay, is scheduled for its maiden run February 4 and 5.

Bell Plotz, co-ordinator for the program at the Barry's Bay end, said he hopes the train will make the weekend trip throughout the month of February. The project is organized by the Nepean-Aylmer Transit Committee.

The train will leave the Ottawa train station at 7:30 a.m. each Saturday and Sunday, returning from Barry's Bay at 6 p.m. each day.

The Canadian National Railway is charging \$35,000 for a locomotive, baggage car and four coaches for four weekends. Each coach will seat 80 passengers, with a total of 300 people expected at the train station in Barry's Bay, said Mr. Plotz.

After leaving the train, passengers will be bussed to their accommodations, the ski hill and to other activities in the area.

12/01/1978 *Ottawa Journal*

Renfrew

Ski train

Nepean-Aylmer 'snow train' getting support 'up the valley

PEMBROKE (Special) A Canadian National Railways weekend special to Spec out of Ottawa "up the valley" next month, may open a new chapter in the history of Foymount, a former military base between Eganville and Barry's Bay.

The "snow train," a fund-raising project of the Nepean-Aylmer Transit Committee will cost the sponsors \$35,000 for the four February weekends.

Chairman Dick Howey expects capacity loads composed of "families and young adult groups interested in all forms of winter activities, including skiing, ice fishing, sleigh rides and even just looking at the scenery."

And when they are not looking or riding or fishing or skiing, they will want a place to eat, sleep or relax, it occurred to Fred Ginn, Foy-mount's co-owner.

"He has been talking about it to ski area operators at Dacre and Barry's Bay," said Foymount administrator Mary McMillan "There's no point in everyone having a ski hill but we've got what will complement what they've (ski area operators) got."

Established by the Department of National Defence in 1952 as a radar warning station, Foymount served in that capacity until it was sold to 2B0303 Holdings Ltd., a Kitchener firm, in 1974.

As "Foymount Estates", the former radar station was reopened as a residential, commercial and recreational community - a ready-made hamlet with more recreational facilities than most suburbs have.

Ginn envisions a third career for Foymount, as a centre at which city-based weekenders could unwind between bouts with Mother Nature.

Foymount, equidistant from Candiac Ski Area at Dacre and Mount Madawaska at Barry's Bay, can provide sleeping accommodation, meals and indoor entertainment, McMillan said.

"We have apartments and motel-type units that can be rented by the day, the week or by whatever," she said. "There is a restaurant and licenced lounge and dining lounge, a sauna, and a gym."

Rates would "naturally be within the reach of family groups and young people," she said.

"There would be an arrangement made for busing them from Barry's Bay, down here," she said. "If Calabogie (Calabogie Peaks ski area) wants to work with us that's fine and dandy but that's near Renfrew and I think it's actually a bit out of our reach."

At Calabogie Peaks, the opinion was that the snow train won't get on the rails this winter.

"He (Howey) has to put up a pile of bucks and I can't see it going through this year," said Wayne Hodgins, son of manager Bill Hodgins. "If the man can get it going and we can help in some way we'd be glad to see it go... but he's never approached us."

Mount Madawaska manager Bell Plotz said "everyone" in Barry's Bay is interested in the train because "It's not only for skiers."

Tourist resort operators are coordinating accommodation and transportation for this weekend, said Ian Gilmore, speaking for the Barry's Bay area resort operators' association.

"The train will definitely run. at least this weekend," he said. "There's no sense bringing people up here and then just dumping them off at the station."

Lake Kamaniskeg and the Mount Madawaska ski area are both within five miles of the CNR tracks, in Barry's Bay.

Candiac ski area manager Frank Legris was also making plans for the train's arrival.

Only 15 miles from Foymount, he "would be prepared to go along on 50-50 basis with Fred Ginn on transportation costs" if a bus service was organized.

"I've written to Mr. Plotz and to Mr. Legris," McMillan said. "I expect to hear from them this week. Then we'll know, what's going to be done."

16/01/1978 *Ottawa Journal*

Winchester

Two die in van-train crash

CORNWALL (Special) Two persons were killed Monday when their van was hurled about 150 feet after colliding with an eastbound freight train at a rail crossing on highway 138 about 40 kilometres north of here.

Long Sault OPP are withholding the identify the two victims until next of kin are notified. The two were the only occupants of the van and are believed to be from Western Canada.

Three CNR cars, derailed in Cornwall

CORNWALL Three cars of a Canadian National Railways freight train derailed here late Monday but no one was reported injured in the incident. The derailment occurred just east of the city and involved in the mishap were a tanker car, a hopper and a caboose. There is no estimate of damage nor any indication of what caused the derailment. -

Snow Train gets Green Light

The weekend "Snow Train" that will take winter holidayers up the valley during February got the final green light Monday with Queen's Park approval for a (10,000 grant to support the project.

Dick Howey, chairman of the Nepean-Aylmer Transit Committee, organizer of the train project, says he now has the \$20,000 guarantee that will make the train a reality. Earlier the National Capital Commission agreed to back Howey for \$10,000.

Howey says he hopes none of the money will be required. If public interest in the train is sufficient, the train will pay its way and may even make a profit to support Nepean senior citizens.

But Howey says that means virtually filling all 304 seats in the train on both Saturday and Sunday of all four weekends in February.

The Snow Train will pull out of Ottawa's union station for the first time at 7:30 a.m. on Saturday, Feb. 4. It will stop in Bells Corners to take on passengers at 7:45, will arrive in Renfrew at about 10:15 and reach its destination in Barry's Bay at about 12:15.

On the first weekend it will also stop in Eganville, if there are enough passengers wanting to stop there to take part in the Eganville winter festival.

The return trip will start from Barry's Bay at 4 p.m. and should pull into union station about 10:30 p.m. Persons getting on in Renfrew for the return journey should be at the station about 8 p.m.

Round trip fares are \$18 to Barry's Bay and \$10 to Renfrew, with children's fares \$8 and \$5 respectively.

Buses will meet the train in Renfrew and Barry's Bay to take travellers to the ski hills at Calabogie, Dacre and Barry's Bay. Organizers in those communities are also arranging icefishing and bus tours for the non-skiers. They will also arrange overnight accommodation for anyone wanting to go up on Saturday and back on Sunday.

Tickets can be bought in advance at Hobbyland, at the corner of Slater and O'Connor, or from Don Bradley of the Lions Club, at 825-2154. Tickets may be purchased at the station prior to departure if the train is not fully booked in advance.

Howey hopes most people will book in advance, especially if they require transportation or overnight accommodation at the other end.

Howey admits the whole scheme is a gamble, but he thinks there will be enough people interested in a train trip up the valley to make it a workable proposition.

Winter carnivals awaiting travellers on snow train

Ottawans can ride the Snow Train up the valley to take part in three consecutive winter carnivals.

The first weekend the train goes, February 4 and 5, Eganville will be holding its winter carnival. Dick Howey, organizer of the snow train project, says the train will stop at Eganville if there are enough persons wanting off there.

The following weekend, February 11 and 12 Renfrew will have its winter carnival. Renfrew is a regular stop on the train's route.

The third weekend of February, the 18th and 19th, Barry's Bay, the terminus of the trip, will be holding its winter carnival.

The train will go up in the morning and back at night on each of the four Saturdays and Sundays in February.

A report in Monday's Journal had an incorrect telephone number for reserving tickets. Reservations can be made by calling Don Bradley of the Lions Club at 825-4154.

Tickets are also available at Hobbyland at the corner of Slater and O'Connor.

Committees are active in Renfrew and Barry's Bay organizing, dances, hockey games, ice fishing trips, bus tours and other events to entertain the visitors.

Train kills grader operator

PEMBROKE A city grader operator who was due to retire in September was killed instantly about 9:30 a.m. Friday when his machine was hit by a 90-car freight train at a crossing on Mackay Street next to the CPR station. Police said Eli Corriveau, 64, of 931 Pembroke St. W. backed his grader onto the crossing to take another run at heavy snow left from Thursday's storm and apparently did not see the eastbound train approaching. The crossing leads into an area which has only a few homes and does not have warning signals. Corriveau had been with the city's public works department for 19 years.

Warm welcome wasted, snow train stays home

BARRYS BAY The postponement of the first weekend snow train which was to bring Ottawa skiers into the Barry's Bay, Calabogie and Combermere area has apparently dampened enthusiasm for the venture here.

The train, brainchild of Nepean resident Richard Howey, was to make return trips each Saturday and Sunday in February, but poor ticket sales for this first weekend have forced the delay.

Howey, who has guarantees of \$10,000 from both the National Capital Commission and the province of Ontario to offset whatever losses the \$35,000 venture might have, said he "hated to make the decision (to postpone the first weekend trips) but others have entrusted me with their money."

He said only about 100 advance tickets had been sold, far short of the 541 necessary to break even.

Howey blamed poor publicity for the bad ticket sales, but Barry's Bay reeve Hilory Jones blamed lack of research.

The village had planned to go all out to welcome the skiers when the first train pulled into the station Saturday.

The local CB club had donated a loudspeaker to provide information and direction as people got off the train.

Senior citizens were to have coffee and doughnuts waiting.

A delegation of local reeves and the county warden was to be waiting on the platform. Area schoolchildren had drawn posters, hay wagon and sleigh rides were scheduled, buses were set to take skiers to the slopes and cross-country trails were arranged.

The village was going to hold a free dance at the Legion hall for those who opted to stay over until Sunday instead of returning Saturday evening.

Jones said he thought "people would be very cautious in their thinking, at least until next Friday," waiting to see if the train would run that weekend.

Jones criticized Howey for not coming to the village to help arrange things in the first place. "I've never even seen him. (County administrator) Mac Fraser had lots of phone calls from him but he's never seen him either.

"Anybody that wants to do this in the future has already got three strikes against him ... If it were arranged better it probably would have gone over," Jones said.

He said area people were "not discouraged, but disappointed" with the train's cancellation. "We've had so many disappointments in this part of the country one more won't hurt."

G'Day and welcome to Valley

BARRYS BAY Skiers, snowshoers and other outdoor enthusiasts received a warm welcome Saturday as the first Ottawa-to-Barrys Bay weekend train pulled into the station here some 40 minutes late.

With only about 160 tickets sold for the train's first trip and with a number of travellers disembarking at Renfrew to challenge the Calabogie-area slopes and trails, the welcoming committee almost matched the number of arrivals.

School children hoisted banners welcoming the train on behalf of area merchants, the municipality and tourist operators.

The ethnic nature of the area was evident by the girls in traditional Polish dress and one trilingual sign that read "Welcome VVitamy Bienvenue."

Members of the Madawaska Valley High School Band provided music and senior citizens sold coffee, tea, hot chocolate and doughnuts.

And while some were disappointed in the number of travellers, there was optimism that word-of-mouth of the welcome, the scenery the train travelled through and the attractions will draw more people to the area next weekend during Barrys Bay Timberfest.

During Timberfest visitors will be able to watch parades, log loading, tree felling, cross-cut saw cutting, axe throwing, chair cutting, nail hammering, tug of war and hockey contests as well as participating in the skiing, snowshoeing and ice fishing the train advertises.

13/02/1978 *Ottawa Journal**Renfrew**Ski train*

Skiers were the largest group to take the inaugural snow train

Slow start for snow train.

The Ottawa Valley Snow Train made its first two runs to Barrys Bay on the weekend to the delighted response of the passengers.

But whether it will be a financially viable operation is open to some doubt. It is not likely to replace the family car as the popular way to get to Ottawa Valley ski resorts.

Running speed was about 30 mph and down to 5 mph for the bridges. Now the track has been tested, the trains will move faster on the next two weekends.

Dick Howey, organizer of the train, said he expects by next weekend the trip will be down to three hours. It took 4½ hours this past weekend.

Howey needs a little more than 500 adult passengers at \$16 per round trip each weekend for the train to pay for itself. There were less than 200 this weekend with a few of those being \$10 tickets to Renfrew and about a dozen children at half fare.

As a winter weekend adventure, however, it certainly deserves to survive for three or four weekends. Train is a fun way to travel and most of the passengers aboard the comfortable CN passenger coaches on Saturday and Sunday were primarily there for the train ride.

It was a slow trip but not a tedious one. The crew was pleasant and patient in explaining the many stops and slow places. The winter scenery was picturesque with the mood changing as the weather went through periods of cloud, snow and brilliant sunshine.

The passengers themselves made it a pleasant trip enjoying the relaxed atmosphere to wander up and down chatting with old friends and making new ones.

The trip itself was something of a novelty. It was the first passenger train along that line in more than 20 years: The diesel horn blowing at every crossing and every community brought out groups of people to wave a cheery welcome.

Barrys Bay turned on the hospitality in true rural home-made style. Saturday's train was greeted by a crowd of welcomers complete with a band. Sunday's welcome was a little more subdued.

The senior citizens club had donuts, coffee and hot chocolate in the station and a nearby reception centre provided information on the many events, organized transportation, arranged overnight accomodation and made sure everyone was well cared for.

Nothing was too much trouble. If the mini-bus wasn't there to take visitors to and from the ski hills when they wanted it, someone with a car quickly filled the gap.

Skiers were the largest group of passengers but by no means all. Some were there to fish, others to hike. A couple of railway buffs were there just to ride the train and two members of the Ottawa Field and Naturalists Club used it as a novel way to bird-watch.

The railway was built well over 100 years ago to bring out timber and at one time ran all the way from Parry Sound to Ottawa. Booth, the timber magnate who built it, sold it to the Grand Trunk and so it eventually became part of the CNR.

For years now it has served only to carry the occasional freight train to industries between Ottawa and Barrys Bay. It was concern about the condition of the tracks that necessitated the slow trip.

Organizers hope there will be enough interest to make the train pay its way. It will run the next two weekends, Feb. 18 and 19 and Feb. 25 and 26. If there is enough interest, it will also go the first weekend in March.

The train leaves Ottawa station at 7:30 a.m. and leaves Barrys Bay on the return trip at 6: 30 p.m. About a third of the passengers who went up Saturday stayed overnight and came back Sunday.

This coming weekend Barrys Bay will be celebrating its winter carnival, Timberfest '78. Several passengers on the return trip Sunday night said they had already booked their tickets for next weekend's run.

Tickets can be bought at Hobbyland at Slater and O'Connor, or by phoning 825-4154 or at the station prior to departure.

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Cold Day Hot Time

Winter sports enthusiasts and train buffs received a warm welcome at Barry's Bay Saturday. The train's first journey attracted about 160 people, including the young woman at left in cross-country ski attire who opted for snoozing over scenery on the five-hour run. At right, one of many Barry's Bay residents who met the train smiles an echo of her welcoming sign to a freshly-arrived skier. The welcoming committee from the community, below, included a group of girls in traditional Polish dress. It was hoped the visitors would spread the word to friends, and next weekend's train would bring a larger contingent for the Barry's Bay Timberfest.

'Up the Valley' weekend train given final-minute reprieve.

It goes by a variety of names, but the Ottawa Valley-Madawaska Valley Ski (Snow?) Train lives to run another day.

The train, initiated as a fund-raising venture for Nepean senior citizens has operated from Ottawa to Renfrew and Barrys Bay the past two weekends, but for a while Saturday, things looked bleak for the chances of the train operating for its final scheduled runs next weekend.

But the venture was bailed out at the, 11th hour Sunday by a trio of township councils headed by Barrys Bay Reeve Hilary Jones and strangely enough, the Nepean senior citizens council.

Funds for the first two weekend operations were provided by the National Capital Commission and the province. But organizer Dick Howey had to come up with \$5,000 for the CNR by this morning to book the train. He was about \$1,500 short, but the grant from the Madawaska councils, plus a block of 50 trips purchased by the senior citizens, puts him over the top financially.

Prior to the departure from Barrys Bay Sunday night, Howey had another 50 seats confirmed, many of them from passengers who have made at least one of the first two trips.

Barrys Bay held its version of a winter carnival on the weekend, "Timberfest 78", a logging-oriented series of competitions, sports events, displays, dinners and dances with any amount of cross-country and downhill skiing thrown in. Saturday's passengers were greeted by a big Timberfest parade.

"I don't know that anyone made any money up here," Reeve Jones said Sunday evening, "but the train has shown a lot of city people what the (Madawaska) Valley has to offer."

A highly-organized committee of resort and hotel-motel operators and businessmen were on hand to greet the train's arrival at noon Saturday and again for its Sunday run. The committee supplies transportation at nominal cost to the ski areas, hotels, motels and restaurants and there is plenty of reasonable accommodation in the area.

The 200 or so passengers who look either the Saturday or Sunday train, were a cross-section of senior citizens, middle-aged couples, dedicated skiers and sightseers. Many, if not most, indicated their enjoyment of the weekend and in particular, the train ride, considerably faster than the initial runs.

"We were surprised to get such top equipment for the train," Howey said. "But the CNR has indicated that it was happy with the idea of the train.

"My family has had a great time, and we've met some great people," he added. "And even most of the train crew has signed on to work this train next weekend."

Cost of the train is \$16 for adults from Ottawa or Bells Corners and \$10 for children and passengers who may go up and back either day or stay overnight Saturday. Tickets and information are available at Hobbyland on O'Connor Street or by calling 825-4154.

23/02/1978 *Ottawa Citizen**Renfrew**Ski train*

Last run this weekend

Full steam ahead for train from Ottawa to Barrys Bay

All systems are go for this weekend's snow train between Ottawa and Barry's Bay.

This weekend will be the third and last run of the season for the train which leaves Ottawa station in Alta Vista at 7:30 a.m. Saturday and Sunday with stops at Bells Corners and Renfrew. It returns at 6:30 p.m. both Saturday and Sunday.

Although the train has not been filled to its 548-seat capacity for its first two runs, organizer Dick Howey considers the venture a success.

Skiers have been using the train to get to Mount Madawaska near Barry's Bay, but it has also attracted those who just want a leisurely ride through the countryside for some scenery-gazing.

"We had people up from Boston and New Jersey riding the train last weekend," said Howey.

About 160 people took the train from Ottawa last weekend, Howey calculates, with more passengers picked up at Renfrew and Bells Corners and on the return trip.

The weekend train project is designed to raise funds for senior citizen programs in Nepean.

Round-trip tickets at \$16 for adults and \$8 for children are available at Hobbyland at O'Connor and Slater streets, or from Lion's Club member Don Bradley at 825-4154.

Accommodation in Barry's Bay can also be arranged for those taking the train Saturday and returning Sunday night.

05/04/1978 *Ottawa Citizen**Montreal and Ottawa**Ottawa Union*

B.C. bicentennial train Royal Hudson puffs into Ottawa

The Royal Hudson, North America's largest steam locomotive still in passenger service, steamed into Ottawa's Alta Vista train station at 9 p.m. Tuesday.

Despite being 29 hours overdue, the train was met by a crowd of about 75 railway buffs. Part of the delay was caused when water needed for the steam boiler became frozen.

The Royal Hudson eased out of Vancouver March 30 on a scheduled 38-day tour to 16 Canadian and United States cities to promote Canadian unity, British Columbia tourism and the province's Capt. Cook Bicentennial celebrations.

Earlier Tuesday the explorer's modern-day stand-in, Kelvin Andrews, visited the Commons wearing a blue and gold period uniform. He stood in the public gallery to acknowledge cheers and desk-thumping by MPs from all parties.

Liberal MP Siftans Holt (Vancouver-Kingsway) called on MPs to share British Columbia's celebration of its bicentenary. Captain Cook landed in Friendly Cove, B.C. 200 years ago.

A two-day stopover had been planned for Ottawa, the first stop on the tour, but because the tour is behind schedule the exhibits were to be open to the public only until 7 p.m. tonight. The train then heads for Montreal.

The train consists of five cars, four containing exhibits to demonstrate the west coast's lifestyle and commerce, and the fifth illustrating Cook's career.

Hudsons were mainline locomotives in Canada and the United States during the days of steam. They acquired the added title "royal" when they were used on the train that took King George VI and Queen Elizabeth on their 1939 Canadian tour.

The visiting engine, a sister of the royal train locomotive, is owned by the British Columbia government and is used for a local excursion service.

Because the locomotive is at least 40 years old, it had to be rebuilt from hand-machined parts, which created problems on its current trip. A main bearing burned out at Kamloops and the train was stalled while a new one was made.

The engine also must rely on make-shift arrangements for water, as the water towers that once stood along the tracks disappeared with the arrival of diesel engines. The train was delayed in Moose Jaw when the planned water source was frozen.

11/04/1978 *Ottawa Citizen**Renfrew**Ski train*

Ski-train venture declared success

Nepean council has declared this winter's weekend ski-train venture, which took skiers and sightseers from Ottawa to Barry's Bay, a successful pilot project and worth repeating next year.

Train organizer Dick Howey donated \$210 to help Nepean senior citizens' programs.

13/04/1978

Ottawa Citizen

Chalk River

Almonte

Train kills youth

ALMONTE (Special) A 16-year-old Almonte youth was killed Wednesday when struck by a freight train about 9 p.m.

Police said George Andrew Robillard of Adelaide Street was hit by a west-bound CP Rail train about 155 metres from a crossing near the Almonte Flour Mill.

The boy's mother, Ethel, said her son, who had worked for CP Rail as a laborer until last Christmas, was on his way to her home when struck by the train. "We're not really sure what happened," she said.

She said her son was laid off his job about five months ago and lived with friends on a farm outside Almonte.

Corporal Carmen Nobel of the provincial police detachment here said Robillard was dragged about 250 metres down the tracks before the train came to a stop. He said a post mortem was to be conducted today.

Nobel said the 70-car freight was delayed about 45 minutes. Robillard was alone at the time of the mishap.

14/04/1978

Ottawa Journal

Chalk River

Almonte

Train death probed

ALMONTE The Ontario Provincial Police detachment in Almonte are still Investigating the death of George Robillard, 16, who was struck by a west-bound CPR freight train at the main street crossing in Almonte Wednesday night.

Following the accident, a post-mortem was called by Coroner Dr. Rolf Bach to investigate the incident.

28/04/1978

Ottawa Journal

Kingston (CN)

Gananoque

Rail bridge damaged by fire

GANANOQUE (Special) Train traffic to this town was cut drastically Thursday afternoon when fire badly damaged the 80-year-old wooden bridge carrying the main CNR line over the Gananoque River.

One line is still being used by trains though the rails were slightly warped by the heat of the burning bridge.

Railway officials believe the whole trestle will have to be rebuilt though they have not yet ascertained the total damage.

Gananoque fire department fought the fire for two hours and is conducting an investigation into the cause.

05/05/1978

Ottawa Citizen

Alexandria

Ottawa New

Leaking diesel oil still fouls Rideau

Over a month after a break in an underground fuel line was discovered at Ottawa Station, diesel fuel oil trapped in the sewer system is still seeping into the nearby Rideau River.

Those out for a stroll Thursday evening along the Rideau, downstream from the station, could smell the pungent fumes of the diesel fuel floating on the river's surface as far downstream as the Cummings Bridge.

Marcel Lebrun of the city's sewer and water department said the fuel oil was escaping from a storm sewer near the Queensway. Workers from Canadian National Railways had installed an inflatable boom to contain the seeping fuel before pumping it out of the river into a tanker truck.

"But some kids went fishing Wednesday night and disturbed the boom," he said, allowing the fuel oil to escape and spread out over the river.

Lebrun said oil seepage into the river increased when the river level dropped by about 18 inches when water upstream was diverted to fill the Rideau Canal.

George Clarke, spokesman for the provincial Ministry of Environment's industrial maintenance section, said the diesel fuel had been trapped in the sewer system until the water level of river fell below the sewer outlet.

A CNR employee at the station's power plant said the broken fuel line had not been repaired but had simply been shut down after being steamed clean. The diesel fuel was used by passenger trains at the station, but all engines are now refueled at CNR's Walkley Road yard.

The employee said it was not known exactly how much diesel fuel had leaked out onto the ground before the break in the fuel pipe was discovered.

18/05/1978

Ottawa Citizen

Belleville

Man injured when car hits train

PERTH (Staff) A Perth-area man is in Kingston General Hospital in fair condition today after smashing into the second to last car of an 89-car freight train at a CP Rail level crossing just south of Wemyss on a Bathurst Township side-road.

Provincial police said adverse weather conditions (thick fog) was the major factor that prevented Clifford Ryder, 40, of RR 7, Perth from seeing the train in his path when he approached the crossing at 1.15 a.m. today.

The accident occurred in a remote area about nine kilometres west of Perth at a level crossing which is not equipped with warning signals.

Police said Ryder was transferred to the Kingston hospital after initially being examined at the Perth and District Great War Memorial

Hospital officials said Ryder had received head injuries and facial lacerations.

The front of Ryder's car was demolished when it bounced off the boxcar just ahead of the caboose. The boxcar was slightly damaged.

The eastbound train was delayed less than an hour after being struck by the northbound car.

24/05/1978

Ottawa Citizen

Walkley Line

Whack

A car is towed away after being struck by a train at an Industrial Avenue railway crossing Tuesday afternoon. A passenger in the car, Michael Massia, 14, of 1506 Station Blvd., was taken to hospital with minor injuries.

Picture shows CNR 1303

Turbo burns near Iroquois

Open probe may be held into Turbo train's safety

A public inquiry may be held into the safety of Via Rail's Turbo super-trains following Tuesday's fire which forced the evacuation of 210 passengers from a train near Morrisburg.

The federal government has begun a full investigation into what caused the lead engine to burst into flames during a run from Montreal to Toronto.

Canadian Transport Commission investigators will also look at fire-prevention equipment carried by Turbos and at materials used in construction of the trains.

Whether a public inquiry is held "largely depends on what's turned up by the investigators," a commission official said. Two investigators were appointed Wednesday.

Via Rail, the Crown corporation which operates passenger trains service, has suspended its Montreal-Toronto Turbo service indefinitely pending its own investigation.

Besides the Turbo badly damaged by fire, Via Rail owns two other sleek Turbo trains each made up of two engines and seven passenger cars.

The Turbos - which normally operate two runs daily in each direction between Montreal and Toronto have been replaced by slower diesel-pulled trains that take about 30 minutes longer for the journey.

Via Rail officials are trying to determine what caused the fire and whether the fire-extinguishing equipment carried on the train functioned as it should have, a corporation official said Wednesday.

The three Turbo trains were purchased at an estimated cost of \$5 million each from the United Aircraft company about 12 years ago.

The lead engine and the car immediately behind were burned out in the fire, which raged unchecked for some time because of the difficulty firefighters had in reaching the isolated spot.

Via Rail has not yet estimated the cost of the damage, but it is believed it could exceed \$1 million.

United Aircraft no longer makes Turbos, and the cost of rebuilding the burned-out engine would be "horrendous," a Via Rail official said.

Via Rail is considering asking Amtrak, the U.S. government-owned passenger rail service, whether it has a replacement Turbo for sale.

Amtrak paid from \$3 million to \$5 million each for its Turbo trains, an Amtrak spokesman in Washington said Wednesday.

Tuesday's fire is the latest blow to the Turbo, which was plagued with technical problems when it first went into service.

Via Rail, whose operating deficit runs at about \$200 million a year, has relied heavily on the Turbo's speed and comfort to woo travellers.

10/06/1978 *Ottawa Journal*

Beachburg

Bristol Mines trio win 'great train race'

BRISTOL MINES (Staff) It was a bit like one of those harrowing climaxes to silent movie melodramas, but Leonard Lloyd figures he was lucky to emerge from a chilling close encounter with a freight train.

The Bristol Mines man and two neighbor boys Mark Duplessis, 15, and his brother, Luc, 11 were returning from an evening's fishing on the Ottawa River near Bristol Mines about 10 p. m. Friday, when Lloyd's car became stuck on a crossing on Knox Landing Road.

As he tried backing the car out, its front end became lodged even tighter on the rails, and the trio began to panic, knowing a CN freight train would be rolling along the track within about 15 minutes, said Lloyd.

While Mark raced two miles through the bush back to Bristol Mines to ask his father to warn CN by phone, Lloyd and Luc lit a bonfire on the tracks and waved torches made of flaming newspapers to alert the train crew.

Mark reached home just in time for his father to call the railway. As the train rounded a bend, its crew spotted the car and flames and it screeched to a halt only a 1,000 yards from the crossing.

05/07/1978 *Ottawa Citizen*

Maniwaki

Summer's here, steam's up

The 1201 pulled away from the Museum of Science and Technology on St. Laurent Boulevard today for its first six-hour trip of the season to Wakefield.

Pulled by a 1942 vintage steam engine, the train carries 346 passengers and will wind its way along the Gatineau River every Wednesday and Sunday until Labor Day. Reservations must be made a day in advance at the NCC tourist office or at the museum. Tickets are \$7.50 for adults and Citizen photo \$4 for children.

21/07/1978 *Ottawa Citizen*

Other

Ottawa

The Discovery Train puffs on its way

Canadian history in 14 rail cars

The Discovery Train puffed out of town Thursday night and only a handful of Ottawans had a chance to trace their Canadian roots in the \$20-million mobile museum.

The highly-touted show is likely to delight if you're under four feet tall but older viewers may not forgive the grainy-skinned mannequins, the vague scenarios and the sometimes gratuitous displays of Canadiana.

The 14 display cars were opened to Discovery Train organizers and the Ottawa media for a brief glimpse before the train rolls on to Kingston for its official send-off Saturday morning.

Visitors were given an exclamation mark studded leaflet which said, "Welcome to the Greatest Country in the World!" and outlined the wonders in the quarter-mile of cars, including, "The Pioneers" and "Canada Goes to War!"

And the leaflet will be essential to the 9 million visitors who are expected to view the Discovery Train in the next five years. Chances are that a visitor will come across an exhibit and wonder what peculiar corner of Canadian history he stumbled upon.

We'll learn that the first cars are devoted to Canada's geography from east to west including a giant plastic grasshopper hidden among giant plastic blades of grass as part of the "Eastern Woodlands and Grasslands" exhibit.

And if he gets tired of looking at the polar bear, the deer and the snake displays he can always look at himself in the reflecting window glass.

In the next three cars, the visitor will be whisked in time from 14,000 B.C. through a series of displays showing prehistoric life, the hunt, arrival of the French in Canada where a whimsical Jacques Cartier appears and disappears behind a map of the St. Lawrence while an Indian raga whines in the background.

Car number seven features a cardboard tableau of the Fathers of Confederation and a large as life mannequin of a wild-eyed Sir John A. Macdonald. Lights flash on and off and the wise forefather blasts out in both languages.

Visitors are ushered through some of the displays on a moving sidewalk, the brochure guide says, "at 30 feet per minute (simply amazing!)". Cars eight through 11 feature a cacophony of noise, color and mechanical-doll motion tracing the arrival of immigrants from Europe, pioneer expansion, the roar of the '20s and the war years.

Car 12 displays the highlights of modern day Canada and the message comes across on panels of television screens that drag the visitor down memory lane to the tune of Bobby Curtola, Lester Pearson and Gordon Sinclair.

One of the most perplexing displays features a blue-jeaned mannequin with patches and face paint that looks like it was lifted from a variety store window. A hockey mask dangles in front of her, an ookpik floats behind her and a Canadian flag is the backdrop. The question is, why is it Canadian and what does it have to do with Canadian heritage?

Most of the displays are geared for children, and car 13, designed by Ottawa artist Alex Wyse, is a monument to childish whimsy as a giant tuba stretches the length of the car and beavers pop up and down, flags wave and the general idea is to send the visitor off in high spirits.

The exterior of the Discovery Train is decorated with a series of Who Dunnits in Canadian inventions. For instance, did you know that doctors F. F. Tisdale and T. G. H. Drake invented plabum at Toronto's Children's Hospital in 1930?

Soon to be Demolished Train Station Holds Memories

(BY Mrs Lawrence Shaw)

The wrecker's hammer is about to demolish an Apple Hill landmark which most of the younger generation today think of as just. "The old CPR. Station". It means a great deal more to me.

I was born in that station nearly 60 years ago and spent the first 25 years of my life there, until I married and moved to Cornwall. I still have nostalgic memories of those years which will remain with me until my dying day.

My father, the late Harold Mackie, more familiarly known as "Harry", spent over 42 years as agent and operator. He came to Apple Hill from Green Valley in 1913 and was there until his retirement in December 1953 at which time he moved to Martintown. Unfortunately he only lived two years after his retirement, until January 1956.

There have been many drastic changes over the intervening years. At one time that station was a bustling beehive of activity, serving not only Apple Hill and the surrounding area, but also, being the nearest depot for Martintown and surrounding area, people from a very broad area made use of its facilities. As it was on the main Montreal-Toronto line, and in those days the modes of transportation not being what they are to-day, people from miles around used the trains for travelling as well as for shipping

milk, express and freight, and over the years I got to know many people very well, seeing and visiting with them while they were either waiting to board the train or sitting in the waiting room waiting for someone to come to pick them up to take them home, when they were arriving back from their trip.

EXPRESS

Back in the 20's and 30's there was a substantial amount of express and freight handled. There were carloads of bulk grain and bagged stock feeds arriving or being shipped almost every day except Sunday. Tons and tons of express were also loaded or unloaded every day. Two or three days a week, drovers would load stock cars with cattle or pigs. (I can still hear that mournful sound of the cattle bawling while waiting on the siding to be picked up by the freight train on a hot summer night).

In the early 20's hydro had not yet been installed, so the semaphores and platform lights were lit with coal oil and it was part of my father's duties to light them every evening and extinguish them in the morning. I can still see him climbing up the ladder to light the lamp in the semaphore.

In the waiting room, the office and the living quarters, we were a little more fortunate as we had gas lights which were cleaner and brighter. Sometime in the late 20's hydro went through and the station and platform lights were converted to electric. I remember vividly the thrill of coming home from school one afternoon and finding a new electric console radio in the living room, one of the first in Apple Hill. It had been purchased at The Neighbourhood Store, operated by J. A. Dancause and Brothers.

MUCH EMPLOYMENT

During my time there and for some years later there were two track maintenance crews working out of Apple Hill. One from the station east to half way to Green Valley, and the other from the station west to half way to Monkland. Each crew would take turns looking after the lawns and flower beds around the station in the summer, and the clearing of the snow off the platforms in the winter. I can well remember my parents carrying pail after pail of water from the well to water the flowers in the hot dry spells in the summer in order to keep them looking bright and fresh.

Sixty-three years ago this summer, a runaway freight rammed into a standing way freight train right in front of the station and a man in the supply car was burned to death as he was covered with coal oil.

Several carloads of wheat were burned, but, thanks to the water from the tender on the steam locomotive, the station was saved. The engine would go up to the water tank at Monkland, load up with water, and then back all the way down to Apple Hill with the load of water in the tender and kept up this until the fire was under control.

CROSSING ACCIDENTS

There were also two terrible crossing accidents that happened during the time I was still living there. One of them was a fatal one in which two people and a team of horses were killed, the other one had no fatalities but the driver of the car was badly shaken up. Luckily I did not witness the accident but the aftermath was a gory sight, something that I will never forget.

Back in the years when passenger and freight trains were running more frequently, what a thrill it was to get a friendly wave and the toot of the whistle from the trainmen whom I had got to know quite well, as I used to go to Avonmore High School every morning and come home every evening on the train.

When Christmas and New Years rolled around it was almost like a country fair, what with people coming and going. Parcels and turkeys being loaded and unloaded from the express car. Even the mail was handled at that time and the mailmen had to be there to load and unload the mail bags

destined for either Martintown or Apple Hill post offices, six days a week on both morning and evening trains. It was not unusual for people to go to Montreal just before the Christmas holidays and come back loaded down with parcels, probably as gifts for their friends and relations.

BOX CAR PULLMANS

In the early 30's, more commonly known as "The hungry 30s", when the big depression was on, it was not uncommon to see literally hundreds of transients 'riding the rods' as we used to term it. They would be riding in empty box cars, coal cars, gondolas, and even on the roof of the box cars. If the train would have to stop to pick up or drop off some cars on the siding the transients would get off to scrounge for a bite to eat or some old clothes or maybe just even a pinch of tea. We were never afraid of them, there was not much violence in those days.

One thing, they were never allowed to sleep in the waiting room or even loiter around the station. Most of them were given a night's lodging at Lalonde's Hotel just across the road from the station and the

cost was usually borne by the village. I well remember helping my mother prepare food for them and they were ever so thankful for the handout.

Every summer brought in extra gangs who lived in boarding cars shunted into a little-used siding. Their job was to replace ties, rails, switches, and any major track repairs. There were welders, carpenters

painters and other tradesmen to repair and refurbish the station and the living quarters as well. When they had finished in one place they would move on to the next to do much the same line of work.

The last major disaster to hit the area just before I left there was the big ice storm that hit between Christmas and New Years in 1942. That was a harrowing experience for my father, as well as the rest of us. All communications, both telegraph and telephone lines were down, hydro was off and all the trains had to be given clearance orders manually at nearly every station both day and night.

For more than two weeks, until the work crews got temporary lines installed, my father got very little sleep as the trains had to be kept a certain distance apart for fear of rear end collisions. The only good thing about it was that we had a good supply of coke, wood and coal in the freight shed to tie us over.

Yes like most of the other stations along the line between Montreal and Toronto, except the major terminals, the death knell has sounded. The time has come for the old C.P.R. station at Apple Hill to go, but to me, the years I lived in that station will be remembered as some of the best years of my life. When I reflect back on my girlhood days spent there. I cannot help but feel that part of me is being taken away when they take away the station.

O! Just to hear once more,

The click of the latch on the waiting room door,

It doesn't matter what the future will be,

It will always be 'HOME SWEET HOME' to me

Discovery Train launched

KINGSTON (CP) The Discovery Train, a quarter-mile-long train depicting Canada's history and culture, was launched on its five-year journey across Canada Saturday by Gov.-Gen. Jules Leger.

The train, the former Freedom Train used in bicentennial celebrations in the United States, is a 14-car museum on wheels which tries to show the story of Canada using movies, paintings and museum displays.

Leger opened the display, saying the train bears "a message of unity and hope for the future."

Hugh Faulkner, federal Indian and northern affairs minister representing Prime Minister Trudeau, said Canadians touring the train will "experience the beauty and grandeur of our natural environment and share the excitement of our history."

04/08/1978 *Ottawa Journal**Winchester**Merrickville*

One dead when train hits truck

A west-bound CPR freight train slammed into a pickup truck at a crossing near Merrickville Thursday afternoon killing the driver and seriously injuring his passenger.

Lyn Charles Vandeusen, 25, RR 5 Smiths Falls, died in the accident at an open crossing on a county road off Highway 43, three kilometres west of Merrickville.

Shirley Foy, 15, of Smiths Falls, was transferred to Ottawa Civic Hospital where she is in fair condition with multiple injuries.

The train, bound for Smiths Falls, was not derailed in the accident.

10/08/1978 *Ottawa Citizen**Lachute**Montclair Street*

Three hurt as car and train collide

Three Hull women were seriously injured this morning in a car-train crash in Hull.

The injured, all occupants of the car, are being treated in Hull's Sacre Coeur Hospital.

Micheline Bertrand, 21, of 16 St. Henri St., the driver, suffered multiple fractures and cuts to the right leg. Passengers Lynne Mathews, 19, of 295 St. Pierre St., suffered multiple leg fractures and Louise Pacquette, 22, of 9 Larose St., sustained multiple fractures to the left arm and head injuries. Her month-old son, Patrick, was not injured.

The accident occurred at 8:38 a.m. at the Montclair Street railway crossing just south of St. Joseph Boulevard. The car was travelling north on Montclair when it collided with the Montreal-bound Canadian Pacific diesel single-car dayliner.

CP officials said the diesel car was slightly damaged. The accident caused a one hour delay in the regular schedule.

The Bertrand car was badly smashed on impact and was dragged some 12 metres from the crossing along the railway tracks.

Hull police investigators have not yet determined if the car had stopped to let the train go by.

"One thing we know is that the train warning lights on both sides of the road were functioning," said police captain Robert Laramee.

The accident is about the third at that intersection in the last 12 years and employees at the adjacent Pilon Lumber store say it is time something is done about it.

"It is a very busy road and there is no reason for not having a barrier at that railway crossing," said Louis Laflamme, store manager.

His employees first called police and ambulances to the scene.

"There wasn't much noise on impact, but before I knew what was happening someone came running in asking that we call for police and ambulances," Laflamme said.

Police are continuing the investigation and said it was too early to say if any charges will be laid.

11/08/1978 *Ottawa Citizen**Prescott**Kemptville*

Charge follows crash

KEMPTVILLE (Special) An Ottawa man has been charged with failing to stop at the warning lights after his car hit a CP Rail freight train crossing Highway 16, five kilometres north of here Thursday. Surendra Agarwal, 35, of 329 Goulburn Cres., was not injured in the accident which occurred shortly before 9 a.m.

17/08/1978 *Ottawa Citizen**Alexandria**Casselman*

Lowertown to Casselman

500 children on train trip

For many children attending the summer program at Patro D'Ottawa community centre on Cobourg Street in Lowertown, Wednesday's train ride to Casselman, Ont. was their first voyage on the steel rails. The 300 children were greeted in Casselman by the town's mayor Paul Emile Levesque. After a visit with children attending a similar summer program in the town, the Ottawa children climbed back on board for the trip home.

24/08/1978 *Ottawa Citizen**Smiths Falls**Cedarview Road*

Skid marks show truck bid to stop

By Ralph Wilson Citizen staff writer

Nepean police say the truck driver killed in a collision with a Via Rail passenger train Wednesday, was unable to stop when he tried to brake to avoid hitting the westbound train.

Osgoode Sand and Gravel driver Dale Blaney, 31, of 1921 Saunderson Dr., was dead on arrival at Queensway-Carlton hospital. He is survived by his wife, Peggy and two children.

Nepean police Sergeant Wayne Phillips said there were "extremely heavy skid marks" on the north side of the Cedarview Road level crossing, indicating the driver was aware the train was in his path.

It's not known how fast Blaney was travelling when he hit the train. The posted speed limit is 80 kilometres per hour and Via Rail officials said the train was travelling about 40 kilometres per hour. Trains do not usually accelerate until out of municipal limits.

The empty truck, travelling south, apparently slammed into the side of the second engine and rolled into a gully bordering the tracks. Blaney was trapped inside the truck's cab for several minutes. Police used cutting equipment to free him from the crumpled wreck.

The truck also ripped the railway signal box away from the side of the tracks and the audible signal was still ringing long after the accident.

Both police and railway investigators are attempting to determine the cause of the collision.

Farmer Sam McKenna, who has lived on Cedarview Road near the crossing all of his life, said there has never been an accident at the crossing before.

After the collision the passenger train was hauled back to Union Station and the Toronto-bound passengers transferred to buses. Repairs to the tracks were completed by late afternoon. The damage from the accident is estimated at \$300,000.

Nepean Reeve Andrew Haydon said there have been no proposals to construct a grade separation - an overpass or underpass - at the level crossing.

Truck-train crash kills man

A 31 year-old truck driver died in (he wreckage of his vehicle after a collision with a CN passenger train on Cedarview Road about 10 a.m. Wednesday. Nepean police said Dale Bllaney, 31, 1921 Saunderson Dr., an employee of Osgoode Sand and Grave!, died shortly after his truck collided with the train about 1/2 miles south of the Fallowfield Road.

The victim was apparently still alive in the gravel truck after the crash but efforts by police and firefighters to free him while he was still living failed. Police said there were no injuries to passengers or operators on the train.

The impact spewed pieces of twisted metal from the truck over a wide area and caused the gas tank on the truck to erupt.

Nepean firefighters hosed down (he area while rescue attempts were being made.

The (rain was a CN passenger bound from Ottawa to Toronto.

The wreckage forced the closing of the line for "more than four hours.

11/09/1978 *Ottawa Citizen**Beachburg*

Railway suicide try fails

Canadian National and Canadian Pacific police patrolled a stretch of CN track near Bronson Avenue and Heron Road Saturday morning with an eye out for a man who had earlier tried to throw himself in front of a train.

Police said the driver of the 8:30 a.m. passenger train to Montreal spied, the man standing on the tracks, and was able to bring the single-car to a stop before he disappeared into surrounding bush.

The driver reported the incident to CP police who notified CN police who have responsibility for the Beachburg South track where it occurred and Ottawa Police.

Two train police officers were sent to the scene where they patrolled until the 9:30 a.m. Via Rail train to Toronto had passed to ensure the man did not try again.

13/09/1978 *Eganville Leader**Renfrew*

CN Taking Steps To Cease Operation

The Canadian National Railway plans to make formal application to the Board of Transport Commissioners for approval cease rail operations on the Renfrew to Barry's Bay branch line.

However, the regional manager of operations for CN, Jacques Gauthier, said there is no urgency to halt rail traffic, adding "the tracks won't be pulled tomorrow."

Officials from CN were in the area last week, speaking with municipal reeves and business firms that use the line. MR. Gauthier said that CN is making application to cease operation on those branch lines where revenues are lower than expenses.

13/09/1978 *Chesterville Record**Winchester**Chesterville*

Era Ends

An era in rail transportation is quickly drawing to a close as the old Chesterville railroad station comes down under the demolisher's hammer and crowbar. Ken Stewart is tearing the building down and plans to use the lumber for a new house. He was given permission in July to demolish the building and has until the end of October to complete it, The station, which saw its last passenger train in January, 1966, and which was phased out of use when the station agent was transferred in late 1977, will be replaced by a 58x12 aluminum sided building which CP Rail plans to erect east of the present site.

With photo.

14/09/1978 *Winchester Press**Winchester**Chesterville*

Station Gets Builder's Axe

Chesterfield - an integral part of this village's colourful past is in the last throes of an undignified end.

The Chesterville Railway Station, which was built along Canadian Pacific's Toronto - Montreal main line in 1890, is being demolished to make way for a metal tool house. The new building will also house a signal maintainer and lunch room and washroom facilities for track crews.

Passenger service was regularly offered to Chesterville until the mid-1960s when CPR determined it was economically unfeasible to continue. From then until 1969 the frame and stucco structure was occupied by a station agent.

And from then until a year ago a train order operator worked at the railway station. But his position was eliminated within the railway and the old station's usefulness came to an end.

Reeve James Brannen said the municipal council was not interested in purchasing the station building because it was in poor condition.

"It had deteriorated awful bad and it would have taken a lot of money to bring it up if the village was to make something of it," said Brannen.

He said the railway company asked the village to pass a resolution which stated clearly that it didn't object to the demolition.

F. C. Pevere, a technical specialist with CPR in Smiths Falls, said last week that the station would have had to be moved to another location if the municipality would have purchased it.

"Stations are not sold to municipalities for use in present locations mainly because they are too close to the tracks to be used for any other purposes," he said. "The railway would be reluctant to have it left in its location approximately 15 ft from a main line tracks."

He said village council had no objections to the railway demolishing the old building.

"We requested the village to provide us with a resolution saying they had no objections to the demolition and I assumed that if they had been interested at that time they would have stated they were."

Pevere said the building was vacant after the train operator's position was terminated and it served no useful purpose.

He explained that train operators kept in close contact with all train locations in the area. The operator's main job was to report the trains that came to Chesterville so the central train dispatcher was aware of their movements, he said.

Pevere said the advent of more sophisticated train radios made the train operators job redundant.

23/09/1978 *Ottawa Citizen**Alexandria*

Sunday October 8

Canadian National's only operating steam locomotive No. 6060 will bring a ten car train from Montreal to the Museum sidings, arriving at approximately 13.00 and departing at 16.30. During the afternoon members of the Bytown Railway Society will demonstrate their recently-overhauled 1917 steam crane lots of live steam power in action.

23/09/1978 *Ottawa Citizen**Renfrew*

Monday Oct 9 Barrys Bay

As a grand finale to the 1978 season locomotive 1201 will head an excursion train from the Museum to Barry's Bay with an en route stop at Renfrew.

His problem a moving experience.

By Peter Maser Citizen staff writer

Brian Meloche has a problem of pachydermal proportions on his hands.

It's grey, made of cut limestone, measures about 30 metres by 11 metres and, by his own estimate, weighs well over 1,000 tons.

The edifice in question is the 75-year-old Almonte railway station, which Meloche bought for a modest sum from CP Rail in May.

It's not that he's displeased with his purchase. The problem is the stately old station must be moved from its downtown site before Nov. 1, or face the wrecker's hammer.

Meloche, a 31-year-old enterostomal therapist a specialist in the treatment of bowel and bladder diseases says he would hate to see the station razed. But, he adds, unless he finds a place to put it and someone to share the moving costs he may have no choice.

Ironically, there are vacant lots on either side of the building.

However, the one immediately west of the station is the proposed site of a new town library, and moving to the eastern lot would mean crossing the railroad tracks, a operation that Meloche says would require closing the tracks for several days.

Consequently, he says he's considering' more distant sites, such as the Pakenham ski area, or along the western extension of Hwy. 417.

In either case, the price tag for transplanting the station will be high.

Meloche says one contractor quoted him a price of \$55,000 for cutting the station into four sections and moving it about 20 metres.

He says he would like to convert the station into a restaurant or an elegant tea room. But, he adds, he has neither the time nor the expertise required for launching such an enterprise and would like to find a partner with experience in the food business.

To date, he says his search has been fruitless.

"We'd both put some cash into it, I'd be the silent partner and he'd run the thing," Meloche explained enthusiastically. "I really think the place has a lot of potential, it's really a neat old building.

"I went to see the people at Heritage Canada's Ottawa office and they too were really keen on seeing it preserved. Unfortunately their office was unable to help, so they directed me to the Ontario Heritage Foundation and I haven't had time to follow that up."

John Dunn, a member of Almonte's heritage committee, says the station was probably built by CPR work crews according to a standard pattern used in the construction of several Eastern Ontario stations.

He says the station has also become part of Almonte's folklore because of the collision on Dec. 27, 1942 between a train carrying troops from Red Deer to Halifax and a train taking on passengers at the station. Thirty-three people were killed in the disaster.

If there are no takers for his restaurant scheme, Meloche says he will give it to a charitable organization for use as a rehabilitation or community centre.

"It's got to be put to some good use," he said.

As a last resort, Meloche says he will demolish the building and sell the stone. "If I don't get any takers, I'm pulling her down. I have no choice.

If I hadn't bought it, the railroad would have demolished it already. I just hope someone's interested."

06/10/1978 *Ottawa Citizen**Alexandria**Vars*

Uncontrolled crossing blamed

Two die in car-train crash

A railroad crossing without controls near Vars is being blamed for the death of a district boy and his girlfriend Thursday night when the car in which they were riding was struck by a passenger train.

Dead are Michel Martin, 14, of Hammond, Ont., and Michelle Anne Dupuis (MacDonald), 13, of Vars.

Police say they were in the rear seat of a car driven by David Gagne, 18, of Vars. Gagne's sister, Jaqueline-Marie, 16, was in the front passenger seat.

The crossing, on Concession Road 6 less than a kilometre east of Vars, is marked only with the traditional "crossbucks" sign. There are no flashing lights or barriers.

Nearby residents said this morning the crossing is clearly dangerous and a hazard for those unfamiliar with the area.

"It's a bad crossing," said Cherri Jackson, who lives only metres away. "The train can be right upon you before you know it. If you know the crossing, there's no problem. I But for strangers, there ought to be lights.

Jackson pointed out that although the driver was not new to the area, his accident was no surprise. "You get so used to the crossing. You can cross several times a day and there'll be no train."

Local residents noted that there had been other accidents at other uncontrolled crossings near Vars and Navan, resulting in three deaths. One suggested transportation authorities had discussed installing crossing signals. But because of a proposed road change closing the crossing, nothing was done,

"It certainly would be nice if they'd put in some lights," said Bill Markell, who also lives close to the tracks. "But it always takes one person to be killed before they do anything."

When the westbound Via Rail train struck the rear of the moving car. it flirjped the car through the air. When it landed on its roof, all four occupants were thrown clear.

Jacqueline-Marie Gagne was taken to the Children's Hospital of Eastern Ontario, where she was reported in satisfactory condition this morning.

David Gagne was admitted into Civic Hospital, where his condition was reported early today as serious.

Parents of the dead girl say she was a member of a cadet corps in Edwards, and was on her way home after a training session,

"She was so young. . . ." said her mother. "We're all in shock here. I can't really talk about it too much."

Michelle Anne was a student at Gameau High School in Ottawa and had been seeing Martin for some time before the accident.

Richard Martin, the dead boy's father, said his son had simply left the house, saying he was going out with friends.

"I really don't know what action we will take over what happened," he said. "I don't know anything right now. We've had a bad night ... we didn't even know where our son was before the police called us."

14/10/1978 *Ottawa Journal**Alexandria**Carlsbad Springs*

Train kills woman

A 53-year old woman travelling in the Ottawa area was killed Friday when the car she was driving was struck by a freight train at a controlled CN crossing on Russell Road near Carlsbad Springs. Police said Micheline Desbiens, of no fixed address, was alone in the car when the accident took place at about 6.15 p.m. The train was not derailed by the collision and no one on board was injured. The accident is under investigation by Gloucester police

17/10/1978 *Ottawa Citizen**Alexandria**Carlsbad Springs*

Train crash victim identified

Gloucester Township police have released the name of a woman killed in a car-train collision Friday near Carlsbad Springs. Police said they had trouble contacting thd woman's family. She has been identified as Miche-line Desbiens, 53, of 150 Bourque St., Hull. According to police, she drove into the side of a freight train engine at a level crossing on Russell Road near Carlsbad Springs.

All puiffed out

CP Rail decision may end run of Wakefield steam train

The steam locomotive which has chugged Ottawans and tourists to Wakefield and back for the last six years may have choo-chooed its last.

There's nothing wrong with the engine, but CP Rail has decided not to allow any more steam locomotives on its tracks after Dec. 31.

CP spokesman Steve Morris said maintenance and operation of steam locomotives have become increasingly difficult since they were eliminated from regular service in 1960.

People in their 40s when the steam locomotives were retired are now in their 60s and retiring themselves. Younger staff weren't trained on steam locomotives and the machinery is gradually becoming obsolete, Morris said.

The decision will affect two steam engines in Toronto as well as the Wakefield train, run jointly by the National Capital Commission and the Museum of Science and Technology.

Museum spokesman John Corby said there's no thought of taking the engine out of winter retirement for one last run before CP's deadline, although he will be seeking some way of keeping the train on the tracks.

Corby feels the locomotive's problems are more administrative than mechanical, and hopes he can get CP to change its mind.

He said the locomotive may be a nuisance to the national rail system but a solution might be found by operating on Canadian [sic] National Railways lines, which would mean going to Barry's Bay instead of Wakefield.

Wakefield, with a two-hour run each way, is better for families with small children than the 4½-hour run in each direction to Barry's Bay, he said.

Only a railway can hold the operating certificate of a steam locomotive, and CP has held the papers for the museum train.

Corby said it might be possible to transfer the certificate to reflecting r.j.c. vital Canada. CNR, but speculated CNR might object because the engine was not originally part of its rolling stock.

The museum sees the train as a travelling educational exhibit reflecting the importance of railways to the development of Canada.

15/11/1978 *Ottawa Citizen*

Other

Discovery train ends long run

Discovery Train, the quarter-mile long museum on wheels, ends its 1978 run today in Sault Ste. Marie and returns Thursday to Ottawa for winter storage.

More than 675,000 Canadians viewed the artifacts and audio-visual material in the 14 exhibit cars since the train was launched on its cross-country tour in Kingston in late July.

Over the winter the mobile museum, depicting Canada's history and culture, will be refurbished and spruced up at the Alta Vista train terminal for the 1979 phase of its five-year journey across Canada.

The Ottawa public will not be permitted to enter the train at any time during the off-period. But a spokesman for the National Museums of Canada, which is directing the project, said this city would definitely be included in next year's schedule.

27/11/1978 *Ottawa Citizen*

Renfrew

Ski train

Special trains heading toward slopes again

The sound of the ski train whistle will shriek through the cold air of Eastern Ontario and the Laurentians again this season.

The local Snow Train will carry alpine and cross-country skiers to Barry's Bay Friday through Sunday from the Alta Vista station. The service begins Jan. 19, 1979.

Initiated in 1978, the Snow Train proved a popular mode of winter transportation for the get-away skier. The train will leave the east-end station Friday at 5 p.m. and arrive in Barry's Bay 4½ hours later.

On the weekends, the Snow Train is scheduled to start its engine at 7:30 a.m., arrive at noon and depart at 6:30 p.m. During the trip, the train will stop in Bell's Corners and Renfrew.

Ticket fares will be \$18 for adults and \$10 for children leaving Ottawa and \$12 and \$8 respectively for those boarding at Renfrew.

12/12/1978 *Ottawa Journal*

Kingston (CN)

Brockville

CN train derailed

BROCKVILLE Traffic on the CNR's main line between Brockville and Toronto was delayed for four hours Monday when a baggage car was derailed in the Brockville yards. A section of the Ottawa-Brockville train was being shunted to the main line to join the Montreal-Toronto train when its baggage car left the rails and blocked the main line and a spur line.

29/12/1978 *Ottawa Citizen*

Alexandria

Michael Street

Traun drags car 65 metres, kills Rockcliffe man

A Rockcliffe man was killed instantly Thursday when his white Cadillac Seville was hit and dragged 65 metres by a Canadian National train near the intersection of Michael and Belfast Roads in Ottawa.

Dead is Roy Buckley Morrison, 61, of 1 Coltrin Place in Rockcliffe Park. Morrison was president of Amesbury Distributors Ltd. in Ottawa.

Police say the car was northbound on Michael Street in the city's east end when it was struck by the east-bound train.

The accident occurred at a controlled railway crossing equipped with four red flashing lights. The crossing is located on a straight stretch of road which police said was slippery at the time of the accident.