

Local Railway Items from Area Papers - Alexandria subdivision

24/10/1905 Ottawa Journal Alexandria

To Montreal in two hours
This speed will be made in three years
When GTR road bed is put in proper condition and double track laid.

28/10/1905 Ottawa Journal Alexandria Ottawa Terminal

Ald. Sanderson is trying to have some action taken on the motion he introduced in council regarding the moving of the then C.A.R. tracks from their present location out to along the Rideau to have them enter the city to the Central Depot through the outskirts. His proposal was to have the city buy the land used by the company at present and the company would be able to purchase another right of way and built new tracks with the proceeds.
Motion adopted and a committee appointed.

16/11/1905 Ottawa Journal Alexandria Ottawa Terminal

Union depot and hotel
Settlement reached with the heirs of the Sparks Estate.

15/01/1906 Ottawa Journal Alexandria

Ald. Storey has a matter in hand which he intends to bring before council shortly relating to the C.A.R. workshops here. He claims he has been informed that the work formerly performed by them is being gradually moved to Montreal by the G.T.R. contrary to the agreement made when the city paid over a bonus for construction.
As an example he cites the work of repairing or constructing passenger cars, now being done in Montreal shops whereby a monthly wage of \$600 is being lost to Ottawa.
Ald. Storey has received the city solicitor's advice on the question, who explains the relations of the parties as follows: In 1892 the city made an agreement with the O.A. & P.S. railway whereby in virtue of a bonus of \$150,000 paid, the company agreed to build and operate its construction shops either within the city limits or within one mile of them. Later the C.A.R. took over this company and with it the obligations, as did the G.T.R. when it purchased the C.A.R.
Mr. McVeity advises that the company can be restrained by injunction from removing the work from Ottawa or if this has been done action can be entered for the return of the bonus.

16/04/1906 Ottawa Citizen Alexandria

The Grand Trunk special train consisting of the special car Violet, composite car Viceroy. Compartment car Osenia, one dining and one baggage car will arrive here Thursday morning and leave for Niagara Friday afternoon.

21/04/1906 Ottawa Journal Alexandria

Description of Royal Train.

13/06/1906 Ottawa Journal Alexandria

Grand Trunk asks leave to expropriate - yard property inadequate.

24/08/1906 Ottawa Journal Alexandria

GTR taking levels in the yard near Central depot. No decision yet on station.

22/10/1906 Ottawa Journal Alexandria

The eastern division of the C.A. Ry. from Ottawa to Rouses Point is being re-ballasted.

26/10/1906 Eastern Ontario Review Alexandria Glen Robertson

Sad Death on the G.T.R.
Mr. Homer Taylor of Montreal, a dealer in railway supplies was killed Saturday morning (20/10) by a fall from the rear end of the Canada Atlantic Express between Ottawa and Montreal.
Mr. Taylor was returning from a business trip to the Capital. At Alexandria he disembarked from the train and walked to the refreshment room where he partook of a light luncheon. While Mr. Taylor was yet in the restaurant the train started. Running from the place he found himself opposite to the last car. This was the parlour car. Mr. Taylor took hold of the rail and found footing on the step, but when he tried to open the door he found himself unable to do so, the platform trap inside being down and preventing the opening of the door.
No one aboard the train noticed Mr. Taylor's precarious position except for a man on the station platform at Alexandria, who warned him of the water tank. Mr. Taylor heard the warning and held himself closer to the car to avoid being crushed.
As the express commenced to speed at the rate of about sixty miles an hour Mr. Taylor's position became more precarious, but he hung on. Not until he was there about ten minutes was he discovered, and then by a passenger who noticed him when he walked to the rear end of the car. Not understanding how to operate the vestibule door the passenger rushed into the car and notified the porter to hurry back to pull up the trap and open the door. Just as the frame swung inward, offering an avenue of escape for Mr. Taylor, the latter swayed, lost his hold, wavered on the steps for an instant, and just as the porter tried to grab him, he fell and was dashed on the roadbed, the porter and the passengers watched the last of the tragedy.
The train was stopped and backed towards the spot where the victim fell, but he was dead from a crushed skull when the trainmen picked him up. The scene of the accident was two miles from Glen Robertson.

11/01/1907 Ottawa Journal Alexandria Central Depot

Order in Council passed yesterday ratifying agreement for the construction of a Grand Central Depot. All railways may use on reasonable terms.

12/02/1907 Ottawa Journal Alexandria Union Station

GTR offer to the city. Drawing and plan of proposed Union Station and hotel. Hotel is where the station was ultimately built - no provision for CPR access to Interprovincial Bridge.

21/06/1907 Ottawa Journal Alexandria Carlsbad Springs

A station is being erected at Carlsbad Springs.

24/06/1907 *Ottawa Journal* *Alexandria* *Carlsbad Springs*

As a result of a bad head on collision on the G.T.R. about three miles west of Carlsbad (Eastmans) Springs late Saturday, William R. Douglas of Saskatoon, Saskatchewan, a C.P.R. brakeman met a terrible death. He was pinned under a locomotive---

As a result of the accident a locomotive and three cars were ditched and from 100 to 200 feet of track torn up.

Late Saturday night, a shunting engine, which was running light, and was westbound, collided with the regular east bound freight train. Both train and shunter were travelling at a high rate of speed and it is said they came together with a terrible impact.

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The collision happened about 11:30. No. 70, the regular eastbound freight left Ottawa around 11 in charge of Conductor W. Summers, Engineer W. Cooper and Brakesman W.R. Douglas. It was proceeding at a high rate of speed as the crew understood they had the right of way and that the track ahead was quite clear. Suddenly the fast moving freight collided with a shunting engine, on its way to Ottawa, and also running rapidly. This engine had been coming from Hawkesbury, was driven by Engineer Alexander Dewar, and was on the way here to allow certain repairs to be made to it.

More.

Inquest to be held.

28/06/1907 *Eastern Ontario Review* *Alexandria* *Carlsbad Springs*

Engineer Dewar, Fireman W. Short and Flagman W.R. Smith, the train crew of the G.T.R. light engine which crashed into the New York and Ottawa freight on Saturday evening at Carlsbad Springs, killing Fireman W.R. Douglas are suspended.

An investigation was commenced Wednesday on behalf of the company by Mr. Morley Donaldson, superintendent. The proceedings were private and were taken to decide what punishment should be meted out to the men who were believed to have been responsible. Conductor Summers, Engineer Cooper and Flagman Villeneuve were present as witnesses.

Engineer Dewar is completely overcome with grief at the terrible result of his mistake. To over confidence in his ability to remember the time card is attributed the cause of the wreck. He is a man widely known and respected throughout the city. His 20 years of service have been clear of all trouble nor is there an entry opposite his name in the charge book. The sincere sympathy of many friends both on the road and in the city is being extended to him.

04/07/1907 *Ottawa Journal* *Alexandria* *Carlsbad Springs*

Long account of the inquest into the wreck at Carlsbad Springs.

Train 1337 was making its way for Ottawa from Oxford (sic) - had a clearance from South Indian to Rideau Junction.

Inquest postponed until the next day.

05/07/1907 *Ottawa Journal* *Alexandria* *Carlsbad Springs*

Detailed account of coroners inquest.

"We find that the late William R. Douglas came to his death in St. Luke's Hospital on June 23, 1907. The death was due to a collision of trains 70 and 1337 near Carlsbad Springs.

"We further find that the collision was due to a misreading of a time table owing to a defective light in the cab of engine 1337.

"We further believe that if the headlights had been properly displayed on train No. 70 the collision might have been averted. We would strongly recommend that all stations on the main line of a railway system be open day and night and that a responsible person should be on duty there."

10/08/1907 *Ottawa Journal* *Alexandria* *Union Station*

New plans submitted to premier for magnificent railway depot.

August 13, 1907 - station plans approved by Deputy Minister.

27/08/1907 *Ottawa Journal* *Alexandria* *Chateau Laurier*

Premier approves plan for hotel on Major's Hill Park.

02/10/1907 *Ottawa Journal* *Alexandria* *Union Station*

Grand Trunk will refuse to join in any project to remove Corry block at any expense to the company. More.

26/10/1907 *Ottawa Journal* *Alexandria* *Union Station*

Station and Hotel Construction Begins

City Council almost Unanimously in Favour of Grand Trunk Terms

By a vote of twenty to four Major's Hill Park Site is approved.

Sod will be broken at two o'clock today. More.

Monday 28 Oct. edition contains a description and a photograph of the ceremony. Mayor D'Arcy Scott turns the first sod. A nickel plated duplicate of the tool used by the sappers in excavating the Rideau Canal was used.

10/01/1908 *Eastern Ontario Review* *Alexandria*

The G.T.R. announces that in future it will not draw private cars on its fast trains between Montreal and Ottawa.

13/02/1908 *Ottawa Journal* *Alexandria* *Ottawa Union*

With drawing.

The above shows what the G.T.R. now proposes for the big hotel and Central depot promised the city in return for fixed assessments for fifteen and twenty years respectively. The buildings are both considerably reduced in size from what was proposed to council first and promised by the G.T.R. authorities. More.

17/02/1908 *Ottawa Journal* *Alexandria* *Hawthorne*

See account in accident file.

20/03/1908 *Eastern Ontario Review* *Alexandria* *Casselman*

Saved by a Conductor

Ottawa March 11 - Conductor D.P. Ward, in charge of the regular incoming passenger train from Montreal on the Grand Trunk Railway yesterday, made a somewhat thrilling rescue at Casselman. Farther down the line a passenger had boarded the train intending to get off at Casselman but failed to notice the station when he came to it although the trainmen had previously called out the next stop distinctly. The train was moving off at a good rate when he discovered his mistake, and, running out, prepared to jump off. The conductor saw that the man was going to jump backwards in which case he was likely to be thrown under the wheels. Running forward, he jumped and caught the passenger as he struck the ground. An instant later he would have rolled on the rails. The conductor, without waiting for name or address, or stopping the train, swung on to the rear Pullman, after averting a serious accident. Mr. Ward was warmly congratulated by the passengers for his bravery.

15/05/1908 *Ottawa Journal* *Alexandria* *Ottawa Union*

New Central station plans submitted by G.T.R. Pictures etc. More.

Alexandria, Ont., Aug 29 (Saturday). A westbound freight train of the Canadian Atlantic, which passed Alexandria at two o'clock this afternoon met with a mishap about two miles east of Greenfield, which derailed nine loaded cars and so damaged the tracks that traffic was tied up and the line was not cleared up until Monday morning. The train was travelling at a fair speed when a rail broke, throwing the fifth car behind the engine off the tracks. Eight more followed it the rails being torn up for some distance before the train could be stopped. None of the crew was injured and the cars were not badly damaged, so that the loss will not be very heavy. A wrecking gang was sent out as soon as possible and the work has been going on all afternoon getting the cars back to the rails and repairing the latter. Passengers have been transferred at the scene of the wreck to specials sent from Ottawa and Montreal so that passenger traffic is little delayed.

The contract for tearing down the old concrete and brick dwellings in the yards behind the Central station was awarded to Mr. J. Hudson of Ottawa and yesterday morning work was commenced. Superintendent Donaldson informed the Citizen definitely that it was the intention to erect new freight sheds about where the two old buildings have stood. He had no information as to when the work would be resumed on the baggage annex to the station, the foundation of which was laid by John Quinlan and company.

The baggage annex for the new G.T.R. station will be completed this fall and will be occupied for station purposes and it is hoped to have the foundation for the hotel completed before the winter puts an end to building operations-- Annex will be completed this fall. The tracks will then be moved over, the annex used as a station and trains will start from there. Hotel etc.--

Struck by a Train

Alexandria Dec. 22 - a valuable team of horses owned by Laughlin McKinnon of Laggan were killed by the Grand Trunk train No. 27 last night at the bridge east of here.

McKinnon in driving home along the Laggan road accidentally turned the horses on the track. The Montreal train struck them at the bridge where one of the horses had become stuck between the ties and threw them to the river about sixty feet away. The driver Mr. McKinnon when he saw that an accident was inevitable jumped out and was not injured. After the horses were struck the train backed up but after searching for half an hour among the mangled remains of the horses and in the snow no trace of the driver could be found. He was found later by a farmer and driven home. The train was travelling about 50 miles an hour when the accident took place.,

W.J. Finner, a fireman on the G.T.R. between Coteau and Hawkesbury, had his leg broken in an accident that occurred at Coteau on Sunday night. Finner was standing on the tender of the engine during a stop when the engine was taking water, and in some way fell to the ground, sustaining a badly broken leg. The accident, it is thought, was due to the engine suddenly starting, but it is not known if anyone was at all to blame.

The present stone building which has so long done duty for a central station at Ottawa will be demolished as soon as the baggage annex and power house, which is being erected now beside it, is completed. The new annex will be of concrete and brick with sandstone facings. It will be two stories high, with the upper floor being for offices and the ground floor for baggage rooms. Local labor is being given preference on the work, which is expected to be finished by September. Upon its completion the furniture and fittings of the present stone station will be moved into it and work on the new building will commence.

A civic building permit for the erection of an power station and baggage annex has been taken out by the GTR at Ottawa. Work was commenced on the annex some days ago. Of the \$50,000 to be expended as stated in the permit, from \$10,000 to \$12,000 probably will be used for relaying the tracks and work required in the yards.

Shows drawing of Chateau Laurier and new passenger station.

The work of lowering the level of the site for the new station to the required extent will be completed this week and work on the foundation will be started immediately. A stone crusher has been placed in position which will crush nearly all the stone which has been blasted out. The crushed material will be used in the concrete. From the crusher the crushed stone will be elevated to a scaffold that has recently been erected and thus the securing of the stone for the mixing operation will be made easy. An opening will be made on the bridge railing and thus it will be possible for teams hauling materials to the works to back up to the scaffold that the waggons may be unloaded.

The roof of the historic old building that has served as the G.T.R. station for so long is being partially removed today. Though the roof has weathered the storms of over half a century, the workmen find the rafters and sheeting to be perfectly sound.

Workmen today began tearing down the old Central depot. The excavation work is being rushed and on the hotel site men are again at work excavating for the foundations. There is great activity in both places.

Several tons of old railroad records are being moved today from the old G.T.R. depot building, which is being torn down. Each page of the old records is very valuable and much care is being taken in the work of transferring them from the dusty files to their new receptacles in the station annex.

The first car of steel for the frame of the new G.T.R. station has arrived in the city and is being worked into the foundation of the building. It is just nine weeks ago that the first sod was turned on the site of the new station. Today the foundation walls on the north end and on portions of the east and west sides are completed, workmen were obliged to work down nearly five feet through solid rock to reach the required level.

The stone work on the new station was started yesterday. Several cars of granite have arrived and this quantity will be used up immediately in the first course on the west side of the new building on the portion of the foundation which is now complete. The course of granite will be followed with Indiana limestone.

The big derrick used in hoisting the large blocks of stone to walls of the new Central Depot smashed yesterday at about 10:20 while lifting one of the biggest blocks of stone.

The derrick is gauged to lift two tons, and the stone on the cable is said to weigh about that much.

25/11/1909

Ottawa Journal

Alexandria

Chateau Laurier

An unusual incident occurred yesterday between the C.P.R. and G.T.R. companies. The Railway Commission recently approved of the Grand Trunk building a siding from their yards to the Chateau Laurier site crossing the C.P.R. property at the Dufferin Bridge. The siding is required to facilitate the moving of building material from the yards to the hotel site and was to be built for the convenience of the Fuller Construction Co.

Work was commenced on the siding and the rails were laid to a point where it was necessary, in order to go further, to cross C.P.R. property. At this point yesterday the men employed on the siding were met by a C.P.R. constable who threatened with arrest any man who would drive a spike on the property. As a result of the stand taken by the C.P.R. it will be difficult for the Fuller Co. to move the several carloads of steel and stone that are now standing on the sidings in the yards.

Papers Not Served.

The Canadian Pacific officials have no reason to give for their actions in the matter. Mr. Spencer, local superintendent, was spoken to this morning and he would give nothing out in regard to the matter. He stated that the constable was on the spot as a result of his orders. Further than this he declined to discuss the matter. Mr. Morley Donaldson, of the G.T.R. could offer no explanation for the actions of the C.P.R. in refusing to acknowledge the Railway Committee decision in the matter.

Work on the Chateau Laurier will doubtless be seriously held back until such time as the C.P.R. may be forced to permit the construction siding to be built across its property.

While it appears that the Railway Commission has approved of the spur line into the Chateau Laurier over the C.P.R. track, official papers have not yet been served. Inquiry at the Railway Commission office this morning elicited the information that the order will be served to-day or tomorrow.

26/11/1909

Ottawa Journal

Alexandria

Chateau Laurier

In regard to the spur line which the G.T.R. wants to build from the Central station to where men are working building the Chateau Laurier, and which would necessitate the passing over C.P.R. property, the formal order of the Board of Railway Commissioners allowing this will probably reach the C.P.R. authorities tomorrow.

The Journal told yesterday of the G.T.R. attempting to build this siding and of the threat that workmen would be arrested if they drove a spike on C.P.R. property. From what can be learned there will be no great delay.

Draft order.

An official at the Railway Commission office this morning explained to the Journal that some weeks ago the Board (composed of Judge Mabee and Messrs. Scott and McLean) issued a draft order which practically allows the G.T.R. to cross the C.P.R. property.

The final official order to the C.P.R. was not issued and has not been yet; and thus the C.P.R. is quite within its legal rights in refusing to allow the G.T.R. workmen on their property until they get it. A copy of the draft order was some time ago sent to the G.T.R. solicitor in Montreal and one to the C.P.R.

Only trifling

It was explained at the Railway Commission office that there was no difference between the Board and either of the railways; if anything it was only a trifling matter between the G.T.R. and the C.P.R. The Board had made an order, and before long those concerned would be notified as to that order.

Mr. Donaldson, superintendent of the G.T.R. division here, and Mr. Spencer, in charge of the Ottawa division of the C.P.R., today, had nothing for publication in addition to what was stated yesterday.

26/11/1909

Ottawa Journal

Alexandria

Moose Creek

Work is at once to be started on two new railway stations which the Grand Trunk authorities will erect. One will be at Moose Creek and the other at Heneyburg near Coteau. The foundations will be of concrete and the superstructures of wood.

29/11/1909

Ottawa Journal

Alexandria

Chateau Laurier

Railway Clash Delaying Work

The clash between the Grand Trunk and the C.P.R. over the former's proposed spur line from the yards to the site of the Chateau Laurier over the latter's property has not yet been definitely settled and consequently the contractors at the new hotel are experiencing much inconvenience in waiting until a settlement can be reached. They are unable to begin the steel construction work until such time as the rails have been laid into the property over which the many carloads of building materials may be hauled.

--matter now rests with the solicitors--

13/12/1909

Ottawa Journal

Alexandria

Chateau Laurier

The Grand Trunk has removed the switch and rails connecting the C.P.R. with the Chateau Laurier on the complaint of the C.P.R. This is the spur line which caused considerable difficulty between the two companies recently.

The arrangement as it was, was considered as interfering with the work of the C.P.R. main line.

The G.T.R. will make a change which will give access to the Chateau Laurier and at the same time not interfere with the C.P.R. main line.

10/01/1910

Ottawa Journal

Alexandria

Chateau Laurier

Work on the construction of the Chateau Laurier will be shut down at the end of the week or thereabouts and will not be resumed until April. This was the information given out today at the office of the Geo. Fuller Company, the contractors in charge of the building. This is the result of the Dominion Bridge Company being unable to supply steel.

11/01/1910

Ottawa Journal

Alexandria

Union Station

The new power and heating plant at the Grand Trunk station, which has been in the course of construction for several months, is nearly completed. Fifty men have been employed on the building which is 100 by 65 feet square. Machinery of the latest pattern will be installed in the building.

09/02/1910

Ottawa Journal

Alexandria

Union station

The new Grand Trunk station is rapidly nearing completion and the conglomeration of steel and stone and timber that occupied the site a few months ago is slowly but surely being worked into a graceful building which, when completed, promises to be one of the most attractive railway stations in Canada. The contractors will begin the work of plastering in the building in a few days. Other interior work has been going on for some time.

09/02/1910

Ottawa Journal

Alexandria

Chateau Laurier

It was thought some time ago that the Geo. A. Fuller Company, the contractors in charge of the Chateau Laurier would be forced to discontinue the steel construction work because of the belief that a steady supply of steel was not to be obtained from the Dominion Bridge Co. at Montreal.

The difficulty has been averted and it is probable that the steel work will be finished by spring. Fifty men are now employed and the contractors have on hand 200 tons or more of the material and there are prospects for a steady supply.

28/03/1910

Ottawa Journal

Alexandria

Union station

The Grand Trunk Company is making rapid progress in the construction of the concrete wall on the left bank of the Rideau Canal. There are now over eighty men employed in the work and it is stated that more will be engaged if available. When complete the wall will be twelve hundred feet long being the entire distance between the bridges. Though the work was begun only on the 12th of February, already three hundred feet are finished; and if the weather continued favorable and sufficient labor can be engaged, Mr. Robinson hopes to complete the work before the first of May when the canal, it is expected, will be opened for navigation.

01/04/1910 Eastern Ontario Review Alexandria Ottawa

The stonework on the new G.T.R. station at Ottawa was finished this week.

22/04/1910 Eastern Ontario Review Alexandria Glen Robertson

Spill Near Glen Robertson

A rear-end collision, happily unattended with loss of life, took place on the Grand Trunk about a mile east of Glen Robertson. Freight train No. 99 westbound, had halted, owing to a broken drawbar, and while engaged in effecting repairs a light engine from Coteau, in charge of Engineer Whitmore, Hawkesbury, speeding along at the rate of forty miles an hour collided with and demolished the van and damaged the engine. The engineer jumped from the engine landing in a pool of water and sustained injuries to his arm. He was conveyed to his home in Hawkesbury on the light engine. A wrecking train from Coteau got the track clear and traffic was resumed after a 9 hour interruption.

25/05/1910 Ottawa Journal Alexandria

Mr. C.M. Hays, president of the Grand Trunk, today gave emphatic denial to the report that the company would double track the road between Montreal and Ottawa. He said that this move had not been discussed and furthermore that traffic did not warrant it.

25/06/1910 Ottawa Journal Alexandria Union Station

At the present rate of progress the concrete work on Chateau Laurier will be completed about the third week in August, thus closing in the building. The rough work on the flooring is done and the finishing touches, the tessellated paving etc. will be begun as soon as the walls are completed. Similar progress is being made on the new station. The finishing work on the walls and ceilings will be begun presently and will be rushed through very rapidly. Very satisfactory work is being done on the lower tunnel, which will be 7 x 8 feet and 238 feet long. The lower tunnel will be used for the transmission of electric and steam power to the Chateau from the power house at the south of the station. This tunnel will be 28 feet below the surface of Rideau street. At present there are 30 men working in the tunnel, drilling and blasting in the bedrock. The management hope to finish the rough work on both the power tunnel and the passenger tunnel before October. The finishing work will be carried on and probably completed before Christmas. The passenger tunnel will be the other tunnel. It will be about the same length and will be 8 x 11. It will be ornately finished.

19/08/1910 Ottawa Journal Alexandria Vars

Dr. W.A. Empey of Vars Shot by Laborer Yesterday

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For two hours after the accident Dr. Empey was without medical aid. Dr. Chevrier of Embrum and Dr. Woods arrived about 2.30 in the afternoon. Arrangements were also made for a special train from Ottawa. On this travelled Dr. Webster and Dr. Graham of the Protestant General Hospital. The trip was made in seventeen minutes. On the arrival of the physicians it was arranged to bring the wounded man back to Ottawa. He showed some anxiety on this point, for just before dying he asked about the departure of the train.

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31/01/1911 Ottawa Journal Alexandria Deep Cut

Superintendent Morley Donaldson of the Grand Trunk Railway said today that the removal of the coal chutes near the deep cut would probably be part of the plan for the construction by the railway of new and additionally large shops in Ottawa. The problem of coaling the engines was a big one, he stated, and some means would have to be found to take the place of the coal chutes. But, during the summer, they would, no doubt, be removed.

05/05/1911 Eastern Ontario Review Alexandria Chateau Laurier

For Chateau Laurier

The order for the china for the Chateau Laurier, the new Grand Trunk Hotel, at Ottawa, has been awarded to the Theodore Haviland Co. of Limoges, France. This china is of a very handsome and unique pattern, and will be the best that can be turned out by this well known company, and includes Regular service, Banquet service; Palm Room or Tea Room service and a De Lux set for use in the Royal Suite.

26/05/1911 Eastern Ontario Review Alexandria Alexandria

The gang of G.T.R. employees who were engaged in laying the Eastern Pipe and Construction Co.'s siding at Alexandria, have completed same, and now three sidings at the station here will be operated by the one switch.

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Two carloads of piping consigned respectively to Vaudreuil and Rigaud were shipped out this week by the Eastern Construction Co. of Alexandria, and as four cars of British Columbia fir are expected in a day or so, we may reasonably look for a boom at this factory.

01/06/1911 Ottawa Journal Alexandria Union station

Had to tear down some of the station.

Work on the new Central station has been set back owing to time lost in tearing down two arches at the rear of the edifice. It is understood that the architect's objection to these two particular arches because they were too flat and therefore not strong enough to carry the material to be placed above them. A large gang of plasterers are at work within the building and the work is being rushed with all haste.

07/07/1911 Eastern Ontario Review Alexandria Maxville

Maxville. Word reached the office yesterday to the effect that the G.T.R. station and saw mill had been destroyed by fire. The wires were down and no particulars could be obtained.

Later

The G.T.R. station, Smiley & Robertson's saw mill and lumber yards; J.W. Smiley's residence and granary; W.H. Dwyer & Co's. two granaries; R. Woodroffe, residence; D. McMillan, stables; 5 car loads of hay and A.J. McEwan's supply of logs were among the losses. The total loss is estimated at \$100,000 with about \$30,000 insurance.

13/07/1911 Chesterville Record Alexandria Maxville

Maxville fire - destroys GTR station platforms and five boxcars loaded with pressed hay.

03/08/1911 Ottawa Journal Alexandria Central station

Mayor Hopewell is daily hoping to get a letter from Mr. Hays, of the G.T.R. in reply to one he sent to him asking what progress is being made at the Central station. The mayor is anxious that provision should be made for plenty of room at the station when the Duke of Connaught arrives here. If the station is not finished in time it is likely that some arrangements will be made whereby a temporary platform could be erected in some part of the city in which there are Grand Trunk tracks, possibly in the vicinity of Elgin street.

17/08/1911 Ottawa Journal Alexandria Central station

Mr. M. Donaldson, superintendent of the Ottawa division of the G.T.R. has assured the civic reception committee that the railway authorities will cooperate with the city in the reception to the Duke of Connaught.

The new station will probably be formally opened on the day the new governor general arrives. The intention on the part of the G.T.R. officials is to attend to the part of the demonstration at the station. The welcome will probably be held in the large waiting room at the station which will accommodate 600 or 700, though whether Mayor Hopewell will give the city's address there or at Parliament Hill is not known yet. More.

21/08/1911 Ottawa Journal Alexandria Chateau Laurier

--an employee of the Dominion Bridge Company, was pushing a hand car, loaded with structural steel, when his foot slipped and he fell under the car which, passing over his leg, broke it.--

06/09/1911 Ottawa Journal Alexandria Central station

The removal of several of the local departments of the Grand Trunk Railway from the temporary station where they are now housed to the new station will, in all probability, says Mr. Morley Donaldson, superintendent of the Ottawa division of the Grand Trunk, positively take place about next month.

About the end of September he will be in a position to say the last word on the matter. Most of the necessary finishings are completed in the new quarters but a few final touches are yet to be done.

02/10/1911 Ottawa Journal Alexandria Union Station

The large refrigerator to be installed in the restaurant in the new Grand Trunk station arrived on Saturday. The sections alone required a car alone to themselves. Some idea of its size is obtained when it will take a staff of men about a month to install it and put the sections together.

A large ammonia plant is to be used in running this huge ice-box, which will be divided into three compartments of different temperatures.

The kitchen is nearly all ready for operation and the restaurant is expected to open in about a month's time.

Aside from the passenger traffic the restaurant should receive a liberal patronage from those employed in the various offices of the new station.

10/10/1911 Ottawa Citizen Alexandria Ottawa Union

READY FOR SATURDAY New G. T. R. Station to Be Handed Over by Contractors. Saturday next will see the new G. T. R. station handed over to the regular station staff by the contractors. The flooring of the structure is now all down and only a few finishing touches have yet to be added. The railway commission will move into its new offices in the station inside a few weeks' time while the G. T. R. office staff itself will be transferred as soon as possible.

06/11/1911 Ottawa Journal Alexandria Ottawa Union

It is positively assured that the Grand Trunk station will be opened by the middle of November. The different rooms are being furnished and the lighting fixtures are in place.

The temporary station will be converted into a baggage room at the latter part of next week. Everything will be of the latest pattern and a new system of baggage checking will be introduced.

27/11/1911 Ottawa Journal Alexandria Ottawa Union

Central station opening at Xmas.

The general appearance of the new Central station is rapidly assuming a different aspect. The marble work which was completed some time ago is now being treated with an acid for cleaning it and the work already cleaned has a fine appearance.

Work in connection with the ticket office is also receiving attention. This is to be fitted up inside with red oak woodwork. There are to be six wickets for the sale of tickets. So far nothing can be learned about the division of the office, and as there is no partition specified in the plan of it, it is likely that the directors of the Grand Trunk and the C.P.R. will have to call a meeting to decide which part of the office each will occupy.

The mammoth refrigerator, which has taken six weeks to install, was tested with a "water test" this week and worked very satisfactorily. The artificial ice plant to work this huge ice box has not yet arrived from the manufacturers in New York, nor is it likely to arrive before the first of the year. Meanwhile, should the restaurant open and require the use of the refrigerator, the ordinary ice will be used. The kitchen department is being rushed and will be ready for the opening of the new station. In the restaurant, which is situated to the left of the rear entrance, there will be the most improved appliances. All the cooking will be done on the second floor, and the food sent down by means of a "dumb waiter," which will be operated by electricity.

The train shed is also being rapidly erected and will have a fine appearance when completed. The section closest to the annex is nearly completed and will be used as soon as the roof is put on. The shed is all of steel and will have a fireproof glass top. The contractors are trying to have either station open for Xmas and should succeed, as all the work is now well under way.

06/12/1911 Ottawa Journal Alexandria Ottawa Union

C.P.R. and G.T.R. reach agreement on use of Union station.

28/12/1911 Ottawa Journal Alexandria

PRESIDENT HAYS HERETO-DAY.

For the specific purpose of looking over the Chateau Laurier and the new Central Station. Mr. Charles M. Hays, president of the Grand Trunk. H. G. Kelley, vice-president and a party of other prominent officials of the company arrived here today, from Montreal by special train. They returned this afternoon to Montreal.

05/01/1912 Ottawa Journal Alexandria Ottawa Union

Two steel workers injured during construction of the train shed. More.

17/01/1912 Ottawa Journal Alexandria Ottawa Union

Delay in the opening of the new station. Opening certain within the next two months. Delay in delivery of materials. More.

CPR to pay higher rates

Old agreement at Central Station is dead.

Railway commission give decision on vexed question yesterday - basis of rates to be paid GTR will be fixed next month.

What amount the CPR shall pay the Grand Trunk for part use and privileges at the Central Station is still undecided. Yesterday afternoon the railway commission heard a volume of arguments from both sides, and decided to adjourn the case until March 6th to fix a schedule of new rates the CPR shall pay. It was decided the CPR cannot any longer enjoy the present agreement with the GTR.

The chief officials of both companies were present at the hearing. President Charles M. Haye, of the Grand Trunk, acted as prompter to W. H. Biggar, K. C., solicitor for the Grand Trunk, while Mr D. McNicol, vice president of the C. P. R., was ready with facts and figures for Mr. C. W. Beatty, the general solicitor for the CPR.

The CPR ask the board to fix the terms and conditions by which the Central Station can be used. Mr. W. H. Biggar, KC, gave a history of the property. He said under a former agreement the government made with the Canada Atlantic, the land on which the Central Station now stands and for nearly a mile south, measuring in width about 150 feet wide on the east side of the Rideau Canal, all owned by government, was leased to the C. A. R., for a moderate price on condition that all other railroad companies desiring to enter the station be given reasonable consideration. The terms and rates now being enjoyed by the C.P.R. were fixed by the late chief commissioner Killam.

In 1905 the Grand Trunk bought the Canada Atlantic Road and in 1907 obtained from the government what is practically a perpetual lease on the property in question on payment of \$80,000. A yearly rental was also fixed. This agreement was a new one entirely, and Mr. Biggar claimed the Grand Trunk practically owns the property. The CPR ought to pay more for the use of the station than they do now. At present they still pay the rate fixed according to the agreement made with the Canada Atlantic, which is \$6,000 for the use of the through line. By using the line through the Central Station the CPR, saved two miles. Mr. Biggar explained that according to the newspapers the proposed to tunnel under the Rideau Canal would save the CPR two miles on the road to Montreal, and also save \$50,000, whereas the GTR is saving the CPR 2 miles and only getting \$6,000 for doing so. Last year the CPR ran 20,000 flat cars through and only paid \$0.30 per car. At North Bay the CPR charge the T & N O \$0.50 per car.

Mr. Beatty said Mr. Hayes offered the use of the station to the CPR since the 1907 agreement at a rental based on the value of the property as railroad property, irrespective of what the Grand Trunk paid.

The judgement by the majority of the Commissioners was that the agreement the government made with the Canada Atlantic was dead. The CPR must now enter as any other road would have to, and that is, under a new basis of terms and rates.

Commissioner D'Arcy Scott, in a minority judgment, ruled that the CPR should pay on a basis of cost and not evaluation.

27/05/1912 *Ottawa Journal**Alexandria**Ottawa Gas*

The Ottawa Gas Company have decided to build an auxiliary plant in Ottawa East. Mr. Thomas Ahearn, president of the company, has bought eight and one half acres of land on Lees Avenue, close to the civic incinerator site and intends to commence immediately on the erection of the plant, with a view to completing it before winter comes.

Six large gasometers will be installed as well as all the requisites of a thoroughly modern gas works. The property is close to the Grand Trunk Railway and a siding will be put into the works. By being so close to the railroad it will enable coal to be supplied at the minimum expense.

29/05/1912 *Ottawa Journal**Alexandria**Central Station*

C.N.R. is negotiating to use the G.T.R. Central station on the completion of the line from Ottawa to Toronto.

01/06/1912 *Ottawa Citizen**Alexandria**Ottawa Union*

G.T.R.. STATION OPEN

Chateau Laurier Will Be Opened This Afternoon.

A long existing want was filled for Ottawa this morning when the new Central station built by the Grand Trunk Railway Company was opened. Another will be supplied at 3 o'clock this afternoon when the Chateau Laurier, the magnificent new hostelry erected at a cost of over \$1,000,000 by the same company, will also be thrown open. There will be no official ceremony in connection with the affair, Manager F. W. Bergmann simply opening the big doors at the main entrance. The bust of Sir Wilfrid Laurier in the rotunda of the hotel was unveiled by Mr. Bergmann yesterday, Sir Wilfrid himself being present to see it. Every department of the new house is in good running order and awaiting the arrival of the first guest, whoever he may be.

Workmen are now busily engaged in finishing off the front of the hotel just over the entrance doors but inside no more work remains to be done. A number of the suites have already been reserved in advance and it is apparent that even this summer Ottawa's tourist traffic will show a big increase as a result of the erection of the splendid new structure.

An informal a dinner to newspapermen will be given by the Grand Trunk in the Chateau this evening. Journalists from all over Canada and the United States will be present

03/06/1912 *Ottawa Journal**Alexandria**Ottawa Union*

Chateau now open

Sir Wilfred Laurier first name on register.

Stream of visitors marks opening.

Hotel is beautifully finished and furnished - newspaper editors tended banquet by the Grand Trunk on Saturday.

Without undue demonstrative ceremony, The Chateau Laurier opened its doors and register book to an expectant public on Saturday. The first name to be inscribed on the latter was that of Sir Wilfrid Laurier.

Because of the untimely passing of him to those foresight and enterprise the great building will long stand as a gigantic monument, there was an absence of the ceremony which otherwise would undoubtedly have marked the occasion.

No sooner were the doors thrown open in the afternoon then began a stream of visitors that continued late into the evening. It is estimated that Saturday alone almost 500 persons passed through the doors while in the evening the spacious dining room was well filled. Yesterday the crowd to visit the place run up into thousands. Exclamations of wonder and surprise were heard on all sides. That it is rivaled by few and surpassed by none, not alone in Canada but in the United States as well, was an opinion expressed by not a few.

Richness, taste, and absolute consistency with the general conception of "Chateau," a pleasing absence of gaudiness, a color and empaneling scheme that blends softly and harmoniously, an atmosphere of restfulness and quiet - these are among the noticeable features of the exterior. (sic)

Everything that contributes to the comfort, convenience and pleasure of guests is there. Indeed, there is scarcely a feature which does not beggar description.

Truly can those oft abused words "bigger, better and safer" than anything in Canada be applied to it without the slightest exaggeration. Erected on a site which lent itself to the genius and Imagination of the architects, its surroundings contribute not a little toward that combination of beauty and grandeur for which he Chateau Laurier must surely become famous throughout the country.

Saturday night a number of newspapermen from the chief United States and Canadian cities, the local press press representatives and parliamentary correspondents were the guests of the Grand Trunk at a magnificent banquet. More than a hundred pressman were present.

The new Central Station which is one of the finest of its kind in Eastern Canada, was also thrown open to the public Saturday.

03/06/1912 *Ottawa Journal**Alexandria**Ottawa Union*

Chateau Laurier now open. Sir Wilfred Laurier first name on register.--

The new Central Station, which is one of the finest of its kind in eastern Canada, was also thrown open to the public Saturday.

14/06/1912 Renfrew Mercury Alexandria Ottawa Union

Article about Union Station and Chateau Laurier.

21/06/1912 Eastern Ontario Review Alexandria Ottawa

Articles on the new Central Station and Chateau Laurier

06/07/1912 Ottawa Journal Alexandria

The special Grand Trunk train which left Ottawa at 8.15 o'clock on Wednesday morning, July 3, carrying 200 members of the American Library Association, arrived in Montreal at 11 o'clock the same morning, making a record run, which was very much appreciated by the delegates and their friends, who were warm in their praise of the Grand Trunk service.

16/07/1912 Ottawa Journal Alexandria Ottawa Gas

Gas plant likely to be removed from King Edward avenue to Lees avenue provided agreement can be reached with G.T.R. regarding siding. Article.

16/08/1912 Eastern Ontario Review Alexandria Alexandria

On Saturday afternoon last about two o'clock little Isaac Theoret, aged fourteen, crawled under a freight car standing on the siding at Alexandria. He wanted to keep out of the rain, and did not notice an engine shunting on the track. The car was moved in shunting and the little fellow caught under it. His left leg and right arm were both severed. He died Sunday morning.

--
On Tuesday morning a section man Mr. Chartrand. was riding on a speeder when he was struck by an express about 9 o'clock. The train was stopped and he was picked up and brought to the station where he lived for only a few minutes.

These double accidents inside of a week have cast a gloom over the town.

11/03/1913 Montreal Gazette Alexandria Casselman

Ottawa Train Derailed

Coaches Turned on Side at Casselman Last Night

The Ottawa-Montreal train on the Grand Trunk Railway due at the Bonaventure Station at 11.15 p.m. was derailed at about nine o'clock last night half a mile this side of Casselman, about thirty miles from Ottawa. The only person injured was Mrs. Donald Campbell, of Maxville, Ont., who was badly shaken. The entire train left the tracks and two of the coaches turned over on their side.

The train, composed of three passenger coaches and a baggage car, left Ottawa at 8 o'clock and, running on schedule, had got half a mile out of Casselman when, from cause not yet determined, the engine jumped the rails, pulling the coaches with it, two of which turned over on their side fortunately without loss of life. Word was sent to Casselman and Ottawa and Montreal offices were advised of the happening, with the result that a relief train was at once despatched from Ottawa to take on to the Capital the passengers which left Montreal at 7.45 last night, who were transhipped at the point of the wreck., the single track making their further progress impossible.

This train from Montreal took on the passengers of the derailed train and brought them to Montreal, where, according to the officials at the Bonaventure station, they were due at 4 a.m. this morning.

It was reported from Ottawa that the wrecking train and crew on the scene were making good progress and that the track would be cleared by five o'clock this morning, and that the mishap will not in any way interfere with the regular service of the system today.

11/03/1913 Ottawa Journal Alexandria Casselman

GTR Ottawa Montreal Express Derailed Near Casselman

At ten minutes to nine last night the Grand Trunk train from Ottawa to Montreal ran into a bad piece of track on this side of Casselman, and the whole train, with the exception of engine and tender, left the rails and turned over.

No one was injured with the exception of Mrs. Donald Cameron of Maxville who was badly shaken up besides sustaining an injury to her knee, but all the passengers were more or less shaken up.

Had it not been for the fact that the train was slowing down preparatory to entering Casselman station the derailment might have culminated fatally.

Passengers on the Ottawa train for Montreal and also on the up train from Montreal were subjected to a delay of over two hours. Finally, a simple expedient was adopted, the Montreal train returning to Montreal instead of proceeding to Ottawa, and carrying passengers transferred from the derailed train. A special sent out from Ottawa brought the up train passengers to Central Station arriving at 1.25 a.m., a little over two hours late.

Grand Trunk officials say th damage will be slight. The track was cleared by an early hour this morning,

11/03/1913 Ottawa Citizen Alexandria Central Depot

Bust was destroyed

Laurier Statue Shattered in Customs Bonded Warehouse

The white marble bust of Sir Wilfred Laurier, which originally served to embellish the rotunda of the Chateau Laurier, suffered destruction recently at the customs bondhouse because of the refusal of the designer to pay about \$240 duty thereon. The bust was made in France, but in putting it into position at the Chateau one of the employees unfortunately spoiled the features by fracturing the nose. Unsuccessful efforts were made to remove all signs of the defect, but finally it was decided to order a new bust and to return the former one to France. However, when informed that there still remained the duty to pay it was decided that the bust could remain in the bondhouse. It lay there for several months occupying valuable space until the customs officers shattered it into bits. Members of the bondhouse staff rescued some of the pieces for souvenirs, but the greater part of the costly production of art went to the refuse heap. The new bust is now in position at the Chateau. So far it has not been necessary to collect anything on its accident insurance policy

Ottawa Train De-railed

The Ottawa-Montreal train on the Grand Trunk Railway due to pass Alexandria station at 9.30 p.m., was derailed at about nine o'clock Monday night half a mile this side of Casselman, about thirty miles from Ottawa. The only person injured was Mrs. Donald Campbell of Maxville, Ont., who was badly shaken. The entire train left the tracks and two of the coaches turned over on their side.

The train composed of three passenger coaches and a baggage car, left Ottawa at 8 o'clock, and running on schedule, had got half a mile out of Casselman, when, from a cause not yet determined, the engine jumped the rails, pulling the coaches with it, two of which turned over on their side, fortunately without loss of life.

Word was sent to Casselman and Ottawa and Montreal offices were advised of the happening, with the result that at once a relief train was despatched from Ottawa to take on to the Capital the passengers which left Montreal at 7.45 last night, who were transhipped at the point of the wreck, the single track making their further progress impossible.

The train from Montreal took on the passengers of the derailed train and returned to Montreal,

G.T.R. train 23 derailed completely at Christie's Pit, between Greenfield and Maxwell (sic).

A picture appeared in the March 28 edition of the Evening Citizen showing the locomotive as it was thrown partly across the rails with the tender turned over on its side.

For the account in the Evening Citizen see

PASSENGERS HAVE MIRACULOUS ESCAPES IN DERAILMENT OF GRAND TRUNK EXPRESS WASHOUT CAUSE OF ACCIDENT AT MAXVILLE
 Montreal to Ottawa Train Leaves Rails Shortly Before Noon Yesterday, and a Number of Passengers Sustain Injuries in Being Thrown From Their Seats as Cars Topped Over Slight Embankment. Several Parliamentarians and Others Have Narrow Escapes From Serious Injury. Exceptional Coolness Shown by Conductor Leamy, Who Though Badly Cut About the Head, Rendered Immediate Assistance to Those in His Charge.

LIST OF INJURED. Paul Raymond, Restigouche, N.B., fractured arm and scalp wounds; seriously injured.

C Ferguson, corner Slater and Lyon streets, Ottawa, probably serious internal injuries.

Ned Laurin, Gatineau Point, wound in groin; seriously injured.

Senator Charles Prowse, Charlottetown, N.B., abdominal injuries, probably not serious.

Mrs. W. G. Parley, 275 McLaren street, Ottawa, back badly strained.

P. B. Mignault, K.C., Montreal, ligaments right leg and side strained, cut head.

W. C. Smith, Montreal, left eye bruised.

Conductor A. J. Leamy 128 Hinton avenue, Ottawa, wounds on head and sprained hand.

Rev. F. J. Singleton, Montreal, bruised and shaken up.

Mr. M. Saunders, Montreal, bruised and shaken up

Captain Leduc of Valleyfield, Que., scalp wounds.

G. J. Laurendeau, K.C., of Valleyfield, Que., bruised and shaken up.

In a derailment which fortunately caused no loss of life, but in which scores of passengers had miraculous escapes, not a few of them, however, with serious injuries, Grand Trunk train No. 23, Montreal to Ottawa, was wrecked about a mile east of Maxville station, at 11.45 yesterday morning.

Stopping dead in a distance of about twenty yards when at a speed of about thirty miles an hour, the wrecked train tore up the rails at the scene of the accident, one of them piercing the second car along its full length. The three passenger coaches and baggage car and tender left the right of way and turned over on their sides, but the engine, though turned almost at right angles to its course, did not leave the track.

HOW INJURIES WERE CAUSED

Of the dozen or so injuries, practically all were caused by passengers being thrown from their seats by the sudden stoppage of the train. On account of the position of the coaches it was in many cases extremely difficult for them to extricate themselves, but exceptional coolness is reported to have been shown, together with a considerable degree of chivalry on the part of the male passengers toward the six women who were on board.

HOW WOMEN WERE RESCUED.

The accident occurred when the train was running at considerable speed. According to stories told it stopped dead almost as soon as it left the tracks. The coaches ran along for only a few lengths and then stopped and turned slowly over on their sides in a ditch. The cars, fortunately, did not buckle, and only in a few cases were the seats loosened, although Senator Prowse's injury was due to the impact of a parlor car chair, which was hurled across the car at him.

Immediately those passengers who could get free lent assistance to others who were caught or were too seriously injured to help themselves. One car had to be partially chopped open before some women would be rescued.

DOCTORS RUSHED TO THE WRECK.

Conductor Leamy, although so badly cut up as to present an awe inspiring sight, to quote some of the passengers, immediately started across the fields to a farmhouse, from which he was able to phone to Maxville, the nearest station. Dr. McLennan and Hope, of Alexandria, and McDermott and McEwan, of Maxville, were sent in special trains, and did all they could for the injured. From Ottawa a special train was sent at 12.10, in charge of Superintendent Coleman. It proceeded to the scene of the wreck and took on the injured, their fellow passengers who were more fortunate, and those of another Montreal train which was held up by the accident to its predecessor.

THREE TAKEN TO ST. LUKE'S.

A large number of friends and relatives of those expected on the Montreal train were down at the Centra! station to meet the relief train, which arrived here at 4.05, and there were many scenes of anxiety as the injured were helped into cabs and taxis, to be taken to their hotels or homes. Three of them - C. Ferguson, of Ottawa; Paul Raymond, of Restigouche; and Ned Laurin, of Gatineau Point were taken to St. Luke's hospital, where they are still confined.

The wrecked train was in charge of Conductor A. J. Leamy. Engineer John King, and Brakeman Olmstead, of Ottawa. The cause of the wreck is supposed to have been the washing away of the ballast by recent wet weather, and was investigated by Mr. A. J. Nixon, chief operating expert, and Mr. G. A. Mountain, chief engineer of the railway commission.

In the light of later events the most remarkable feature is that nobody was killed. It was about fifteen seconds after the cars left the track up to the time they were lying on their sides at the bottom of the five foot embankment.

Senator Dr. Murphy, of Prince Edward Island; L. J. Tarte, proprietor of La Patrie, Montreal; his brother Eugene Tarte, Senator A. A. Thibaudeau, of De la Valliere, Que., were sitting in the smoking compartment of the parlor car when the accident happened. When the car began to sway they made a rush for the door leading from the corridor to the main body of the car, but found the door wedged tight. Senator Murphy threw his whole weight against the folding door and succeeded in breaking it down and he and his companions climbed over it and then out through a window to the ground.

Mr. Eugene Tarte says that none of the occupants of the smoking compartment were injured in anyway, though they were somewhat shaken up.

MR. MIGNAULT INJURED.

Mr. P. B. Mignault, K.C., of Montreal received cuts about his head and the muscles and ligaments in his right leg and side were severely strained, causing him considerable pain. It was a painful walk from the station to the Chateau Laurier. On arrival at the hotel he at once went to bed and wired for his wife to come to Ottawa.

Just before the accident happened Mr. Mignault was quietly dozing in his chair in the parlor car. He was wakened when it began to jolt and jar and he quickly realized that it had left the track. The next moment he was hurled from his seat and what happened in the following few minutes he does not know. When he regained consciousness he was wedged against the side of the overturned car by one of the armchairs. Blood was trickling down his face and his right leg and side harbored a great deal of pain.

Fellow passengers, who had escaped injury assisted him through the side window of the car to the ground and shortly after one of the doctors at the scene of the wreck bandaged his head. Mr. Mignault said that he was not seriously hurt, but he felt considerably shaken up.

HURLED AGAINST HEATER. Mr. W. C. Smith, of 65 Manse St., Montreal, received a souvenir of the accident in the shape of a black eye. He was in the coach next to the baggage car. The first intimation he had that something unusual had occurred was when he heard the emergency brakes thrown on with unusual force. A few seconds later an irregular bump, bump, bump, told plainly what had happened. Then quicker than it takes to tell the car turned over sideways. "I was thrown from my seat violently against a heater opposite to where I sat, but beyond getting this black eye I was not otherwise hurt. I crawled out of the car to the ground through a window. The train crew behaved splendidly under the circumstances. How some of us escaped being killed is a wonder to me," said Mr. Smith.

WOMEN FIRST SAID THE MEN

Mr. Gordon Perley, son of Hon. G. H. Perley, minister without portfolio, says that all the men on the train showed splendid consideration for the women. Some who were injured refused assistance until they were assured that the women had been taken out of the wreckage and had received every attention. He says that he

was sitting beside his grandmother in the parlor car when it left the rails. She was thrown roughly to the floor and received a badly strained back, but no other injuries. He got off without anything worse than a mild shaking up.

The crew of the train also behaved with coolness and courage says Mr. Perley. They quickly cut a hole in the roof through which the four ladies in the parlor car were assisted to the ground. Mrs. Perley and her grandson were returning from a visit to friends in Boston.

DR. McDIARMID'S GOOD WORK Dr. McDiarmid, of Maxville, is worthy of special mention, say all the passengers. He worked like a Trojan attending to those who were injured and he was on the scene twenty minutes after the accident took place.

"I was in the second car," said Mr. Thomas Essery, of Montreal. "After the crash ' occurred the car stopped almost dead and slowly turned on its side. I looked down through the window, near where I had been sitting, and saw the water of a wayside ditch, from which I concluded we had gone over a bridge. A woman, Mrs. Pepin, of Arthabaskaville, had become wedged under a seat, and we had some trouble getting her out. I must say, however, that she and another woman who was also in the car, displayed the utmost courage."

NAMES OF PASSENGERS. The seven senators aboard the wrecked train, all of whom were in the parlor car, were: P. A. Choquette, Grandville, Que.; L. O. David. Mille Isle, Que.; A. E. Forget, Banff, Alta.; D. Gilmor, St. George, N.B.; B. C. Prowse (slightly injured), Charlotte-town, P.E.I. ; Dr. Murphy, of P.E.I., and A. A. Thibaudeau, De la Valliere, Que.

Among other prominent people In the accident were: P. B. Mignault, K.C, of Montreal; L. J. Tarte, proprietor of La Patrie, Montreal; Miss C. Campbell, of Montreal, niece of P. D. Ross, proprietor of the Ottawa Evening Journal; Oswald Soullere and L. R. Souliere, Of Montreal; D. R. McCuaig, of Alexandria; Madame Pepin, of Arthabaskaville, Que.; Mrs. W. G. Perley, of Ottawa, mother of Hon. George H. Perley; Captain Leduc, of Valleyfield. Que.; M. Saunders, manager of the Jewish Times, Montreal; E. P. Gordon, of Montreal; Rev. F. J. Singleton, of Montreal.

28/03/1913 Ottawa Journal Alexandria Maxville

Twelve Injured When G.T.R. Train Left Rails

Many Passengers Had Narrow Escape Near Maxville

Seven Senators Were Severely Shaken Up - Washout Was Cause of Derailment - Several Coaches Turned Over at Foot of Embankment

It is little short of miraculous that no one was killed when Gtand Trunk train No. 23 from Montreal to Ottawa left the track a mile east of Maxville at 11.45 yesterday morning, say passengers who were brought into the Central station on the relief train at 4.05 yesterday afternoon.

Three passenger coaches, the baggage car and the tender left the right of way, turned over and stopped at the foot of the 5-foot embankment.

The engine did not leave the track.

The cause of the wreck is supposed to have been the washing away of the ballast by recent rains. Some of those who were in the wreck state that the train, then going at a speed of 30 miles an hour, stopped dead in a distance of about 20 yards.

Twelve Were Injured

Details given

Seven Senators

Seven Senators were in the parlor car of the wrecked train, and one of them, Senator Prowse, was slightly injured . The seven were (details given)

Door Wedged

"I was sitting in the smoking compartment of the parlor car with Mr. D.J. Tarte of Montreal and Senator Thibaudeau," said Senator Dr. Murphy. "When the car began to sway we made a rush for the door leading from the corridor to the main body of the car, but found the door wedged tight. We threw our weight against the folding door and succeeded in breaking it down . For many it was a narrow escape."

All passengers agree that Dr. McDiarmid of Maxville, deserves special praise for his work in attending the many injured who demanded his attention. He was on the scene 20 minutes after the accident took place.

Some graphic pictures of the chaotic scene a few moments after the derailment were given by passengers on their arrival at Cental station yesterday afternoon, and a large number of sympathetic friends and relatives had assembled to hear their stories.

Thrown Against Heater

"The first intimation I had of anything unusual was when I heard the emergency brakes thrown on with unusual force," said Mr. W.C. Smith of 65 Mance Street, Montreal. "A few seconds later an irregular bump, bumop, bump told plainly what had happened. Then, quicker than it takes to tell, I was thrown from my seat violently against the heater opposite to where I sat, but beyond getting this black eye I was not otherwise hurt. I crawled out of the car to the ground through a window. The train crew behaved splendidly under the circumstances. How some of us escaped being killed is a wonder to me".

Plucky Actions

Mr. Gordon Perley, who is related to Hon. George H. Perley, minister without portfolio, said "there was much heroism manifested. Some who were injured refused assistance until they were assured that the women had been taken out of the wreckage. The crew of the train, Conductor A.J. Leamy, Engineer John King and Brakeman Olmstead of Ottawa, behaved with great coolness and courage," he said.

Other passengers gave different accounts of the accident. When the cars toppled over, some were calmly observing the scenery, reading newspapers or eating early lunches. In 15 seconds, with no preparation whatever, they found themselves jammed under seats or rolling towards the ceiling. Only with the greatest difficulty was a Mrs. Pepin or Arthabascaville, extricated from beneath one of the seats.

A few of those who came in one the relief train are: (details given)

04/04/1913 Eastern Ontario Review Alexandria Maxville

Full account of train wreck at Maxville

23/02/1914 Ottawa Journal Alexandria Pilon siding

G.T.R. train left track at Pilon siding. More.

27/02/1914 Eastern Ontario Review Alexandria South Indian

Accident at South Indian

A spreading rail was almost the cause of a fatal wreck, when the G.T.R. train due in Ottawa at 7.13 on Saturday night was thrown off the track 30 miles east of Ottawa, near South Indian, at 6.45. Through several of the passengers were severely shaken up, and others showed more or less effects from the shock, no one was seriously injured.

Many of the passengers give credit to the engineer, J. Kickby, of Montreal for his quick work in applying the brakes and bringing the train to a stop, thus preventing a much more serious accident. It was at a place called Pilons Siding that the train which was whirling along at 40 miles an hour, hit the spread rail, and a portion jumped the track. Several of the cars tilted over ominously, and it was feared that the whole train would over turn before the passengers could be rescued. Ties along the track were used in propping up the cars,

The forty-odd passengers who were on the train were brought to a near-by farmhouse, where they were cared for till the arrival of a special train from Ottawa, three hours later. The four coaches and baggage car left the track, the engine being the only part left clinging to the rails. Conductor Andrew Leamy, 128, Hinton Avenue, Ottawa, was in charge of the train.

14/05/1914 Chesterville Record Alexandria St, Polycarpe

The GTR station at St. Polycarpe was destroyed by fire at five o'clock Tuesday morning. The damage is estimated at \$4,000. Sparks from a passing engine are believed to have caused the blaze.

15/05/1914 Eastern Ontario Review Alexandria St. Polycarpe

The G.T.R. station at St. Polycarpe was destroyed by fire at five o'clock Tuesday morning. The damage is estimated at \$4,000. Sparks from a passing engine are believed to have caused the blaze.

21/08/1914 The Toronto World Alexandria Ottawa Union

Brand New Train Service

Commencing August 18 ?? passenger train service is being operated between Toronto and Ottawa over the new lines of the Canadian Northern Railway, this service being daily except Sunday, trains arriving and departing from the Central Station, Ottawa which is located in the heart of the city. New equipment is used throughout, consisting of electric lighted coaches and café parlour cars.

The opening of this new line provides a service between Toronto, Ottawa, Richmond, Smiths Falls, Brockville, Portland, Chaffeys Locks and stations on the Brockville, Westport and Northwestern Railway, in addition to Napanee, Belleville, Trenton, Brighton, Cobourg, Port Hope and Oshawa which points are now served by the double daily except Sunday, and the very convenient week-end service of the Canadian Northern Railway

22/01/1915 Eastern Ontario Review Alexandria Maxville

The winter sitting of the High Court before Justice Lennox was concluded Thursday by an action brought by John A. Hamel against the Grand Trunk Railway for injuries sustained by the plaintiff while assisting in loading cattle at Maxville in October. An engine shunted against a car in which he was working, instead of on another track, causing serious injury to Hamel.

A verdict was returned against the railway company and damages assessed at \$1,000.

23/07/1915 Eastern Ontario Review Alexandria Alexandria

Serious fire at Alexandria

The Grand Trunk Station was consumed by the fiery element on Wednesday afternoon. An alarm was given about 2.30 o'clock to which our firemen with their appliances promptly responded and although they were on the spot only a few minutes after the appeal was made it was apparent that the station buildings were doomed.

A fairly strong west wind was blowing and as it fortunately turned out their efforts were successful in restricting the fire to the station itself and the old restaurant building on the south side of the track, although at one time it certainly appeared as if the freight depot on the opposite side would be involved thus placing the almost adjoining granaries, Pipe factory and Canadian Bon Hanger works in extreme jeopardy

11/09/1917 Ottawa Journal Alexandria Vars

Freight Cars Also Obstructed View of Crossing and Engine Crashed Into Motor Car With Terrible Results

Four instantly killed, one dies in Ottawa

Instantly Killed

Rev. Dr. John M. Maverty, Ottawa, 75 years

Mrs. John Orr, 42 years Carlsbad Springs

Miss Florence Orr, 13 years, Carlsbad Springs

Mrs. J.O. Hodgson, 40 years Carlsbad Springs

Died in Ottawa Hospital

Mr. John Orr, 45 years, Carlsbad Springs.

Scene of Fatality

Vars crossing where auto containing five persons was struck by Montreal-Ottawa express about 10.45 last night

The fusion of headlight beams on the Vars crossing last night was largely responsible for the death of Dr. John Maverty, Ottawa West Methodist Church and four of his friends. Beams of light from the automobile were projected on the crossing and these rays were joined by beams from the search light of the express. The result was that the crossing was brilliantly illuminated but the train's approach was not noticed. Freight cars on a siding also obstructed the view of the approaching train from the auto.

The Montreal-Ottawa express is due at Vars at 10.40, and was on time last night. It crashed into the Dodge automobile, instantly killing Dr. Maverty, Mrs. John Orr, Mrs. Hodgson and Miss Florence Orr. Mr. John Orr died after being taken to St. Luke's hospital. Rev. Dr. Rose, of St. Paul's Methodist Church, and Dr. G.O. Barclay, Rochester street, broke the sad news of the fatality to the survivors of the late Dr. Maverty last night.

Going at Moderate Speed

Leaving the Vars Methodist Church, where he had spoken at an anniversary service, Dr. Maverty accompanied Mr. John Orr and his family and Mrs. J.O.

Hodgson in the car ride to Carlsbad Springs, the home of Mr. Orr. According to eyewitnesses, the car was driven along the main thoroughfare at the village at a moderate rate, and the crossing of the G.T.R. railway tracks was attempted at the same speed.

None of the occupants of the automobile were aware of the close proximity of the fast train, and when the car had straddled the tracks the terrible fatality took place. Travelling at a high speed the train tore the auto to pieces and hurled the bodies to one side.

Remains on Pilot

Mrs. Orr's remains became entangled in the engine pilot and remained there until the express had been stopped. Dr. Maverty's injuries were not apparent on a superficial examination, and the great shock may have hastened his death, he being at the advanced age of 75. Mrs. Florence Orr's body was badly mangled and Mrs. Hodgson's head was cut. Mr. Orr was mortally wounded, his injuries being many. His death took place a few minutes after being admitted to St. Luke's hospital.

According to an eye witness it was a physical impossibility to see the train approaching Vars crossing owing to the fact that the view of the tracks was obstructed by the presence of freight cars on the side of the crossing. At this point the track is straight, but once the automobile was in the path of the rapidly moving - -

Engineer Says Whistle Was Sounded

Railway Officials Wonder Why the Occupants of Car Didn't Hear Train

The Grand Trunk railway crossing at Vars, the scene of the tragedy which cost five lives last night, is known to officials of the company as a dangerous one, the line of vision of anyone approaching the tracks from the main road being obstructed by several buildings. There is no protection such as would be afforded by gates or an alarm gong.

At the same time, the G.T.R. officials do not consider that they can be held blamable for the regrettable fatality which included among its victims, Rev. J.E. Maverty. To this Journal, this morning, they stated that the engineer had done all in his power to avert the wrecking of the automobile which was taking Dr. Maverty and his companions from the church anniversary service at Vars to Carlsbad Springs.

Engineer makes a Statement

While the report of Engineer F. Ferguson was not made public, The Journal learned that in part he stated that the lights of the automobile were not seen by him until the engine was practically upon the crossing. Then he threw the emergency brake "into the big hole" - completely on - only to hear the crash of the train into the automobile with a terrible impact.

According to the engineer, the railway right-of-way, which is about a hundred feet in width, was illuminated as bright as day by the big electric headlight which he stated was operating perfectly. Its glare, he considered, could have been seen by any one approaching the crossing even while the train was a long distance off.

Sounded Whistle
Engineer Ferguson reported that he sounded his whistle a mile from Vars, at the sign post, and on approaching all of the crossings between that limit and the scene of the tragedy. He cited the names of several passengers on the train who are prepared to corroborate him in this respect.

The engineer has the reputation with his company of being one of their most efficient and careful engineers. He has been connected with the motive power department of the G.T.R. for about forty years.

Those in the automobile did not have a clear vision of the railway crossing. At the same time, railway officials remarked it strange that the occupants of the car neither heard the fast-approaching train nor saw the light shed on the right-of-way by the powerful electric headlight.

Inquest on Friday

The Railway Commissioners have not yet received the report of the railway on the fatality, and will not act in the manner until the ten days allowed for this side of the case is received. However, arrangements have been made for the inquest which will be held in Vars at 1 p.m. on Friday next. Whether the installation of gates or a bell at the crossing will be ordered remains to be seen.

Some years ago, a number of residents of Vars petitioned for the installation of a bell at the crossing, but this was met by a counter petition by other citizens, who objected and claimed that there was no need of such action, saying that the crossing was not a dangerous one

"Time of My Departure at Hand," Said Dr. Maverty

Concluding words of Ottawa Minister Who Half an Hour Later Met Tragic Death at Vars Railway Crossing.

Special to the Journal

Vars Sept 11. "I am now ready to be offered up, the time of my departure is at hand." This was the concluding sentence of the address delivered by the late Rev. Dr. John E. Maverty, at Vars last night. Within a half hour after he had uttered those words, he was lying in cold death at the Vars G.T.R. station.

Choosing for his text: "Where there is a will there is a way," he spoke for three quarters of an hour very enthusiastically and impressively. Dr. Maverty was well known at Vars, and his coming was awaited by many from the district. He emphasized very strongly the evils man encounters in his walk through life. He deplored the use of tobacco and then he referred to the many main things for which man was placed on this earth.

Non-railway items omitted.

The Tragedy at Vars

The frightful accident at Vars last night by which five occupants of an automobile lost their lives directs attention to two things:

(1) The inefficient protection that is afforded the public at many railway crossings in Canada.

(2) The carelessness displayed by many drivers of motor cars and other vehicles in approaching these level crossings.

The increasing popularity of the automobile and the certainty that before long the gasoline car will largely displace the farmer's buggy and democrat makes it necessary that the danger of the level crossing should be systematically dealt with and modified. It is an economic possibility to provide all crossings with overhead bridges or even to have them guarded with gates; although there are numerous crossings - especially in villages such as Vars - where this protection should be forced on the railway companies. But on Canada's highways sufficient warning of a crossing is rarely given to a vehicle driver as he approaches it. The only sign is on the narrow railway right of way, and oftentimes an auto will actually reach the track before the driver knows of its existence.

In the United States it is the practice to erect prominent warnings 50 or 100 yards on each side of a track, and these warnings are of uniform character. It is time the Dominion Railway Commission or Provincial Legislatures insisted upon the same protection in Canada, placing the responsibility for the erection of these signs either on the railway company or the municipality.

Of course no level crossing without gates is fool proof or safe against absolute recklessness and carelessness. The tragedy at Vars should impress upon drivers, particularly of fast moving motor cars, the necessity of adhering to the strict rule of slowing down almost to a stop at all railway level crossings. "Stop, look and listen," the warning posted on United States roads, should be an automatic principle adopted almost literally by drivers in Canada.

The driver of an automobile ought never to allow familiarity to lessen his constant alertness - he owes this to himself, to his passengers, and to other users of the highways.

Accidental Death Vars Jury Verdict

Vars Sept 15. The death of Rev. Dr. John K. Mavety and four friends, at the Main street crossing, on Monday night, was accidental, according to the verdict of the coroner's jury returned early this evening. The jury found that the crossing was a dangerous one and recommended that it be protected.

The jury's findings rested upon the evidence of Engineer Fred Ferguson and Fireman Charles Gorr, both of Ottawa. They swore that the engine whistle had been sounded before the crossing was reached and that the bell had been ringing. Four other witnesses said no warning was heard of the approaching train, but would not swear that the usual signals were not given.

In concluding that the death of the five persons on the crossing was due to an accident, the jury appended a rider pointing out that the crossing is dangerous "for the reason that the east view is obstructed by box cars usually or often placed on siding close up to the crossing, and we further recommend that this crossing be protected."

The verdict, which exonerates G.T.R. employees from blame, will be applicable in the inquiry into the death of Mr. and Mrs Orr, Miss. Florence Orr, and Mrs. J.O. Hodgson, although inquests into their deaths will not be held. The inquest was presided over by Coroner J.P. Boyle, Casselman, and was delayed in commencing. The verdict was returned a few minutes before seven o'clock.

Going 45 Miles an Hour.

In his evidence Engineer Ferguson stated that there were three crossings at Vars within a distance of one mile. On the night of the fatality his train was two minutes late. He sounded the whistle at each crossing and when nearing the third highway saw a horse gallop across the tracks. The train was travelling 45 miles an hour. Immediately after the horse had cleared the tracks he noticed a flash of light and thinking that an automobile was approaching the crossing applied the brakes. The distance was too short and the crash occurred. Mrs. Orr's body was thrown up on the pilot and the other four were tossed to one side of the track. The car was hurled against a fence. He is familiar with the Ottawa-Montreal route, having had 25 years' experience on the road.

Charles Gorr, 34 Lewis street, Ottawa, fireman, swore that the bell and whistle on the locomotive had been sounded as was the practice. He declared that the sounds might have been drowned when passing the box cars, on the siding, within twelve feet from the crossing.

Conductor A.J. Leamy, 123 Hinton ave., told of taking charge of the bodies after the fatality, and arranging for medical attention for Mr. Orr on the arrival of the train in Ottawa.

Rev. R.E. Backus, Methodist minister here, told the reason for the presence of Dr. Mavety and his party at Vars. They had attended an anniversary service at his church. None of the victims were familiar with the crossing where they met their death.

He Heard Whistle

Hearing a whistle sounding when he was several hundred feet from the tracks, William Rees, who was driving home from the meeting, paid no attention to the warning and continued across the rails. It developed that Mr. Orr was a short distance behind the witness and not hearing the train attempted to cross. The witness said it was impossible to see the tracks on account of the box cars on the siding. He did not see the beam of light from the engine's headlight. Miss Edna Nelson, who was in the buggy with him, corroborated his evidence.

Walter Hall, who preceded Rees, did not hear the train, or see it until he was on the tracks. The headlight shone full in his face. Station Agent J. Armstrong said he heard the warning blast from the engines (sic). The box cars had been placed on the siding about twelve feet from the path for pedestrians. They prevented a full view of the track from the crossing.

Walking within 60 feet of the car containing Dr. Mavety and his party, Mr. William H. Harrison, Carlsbad Springs, said the auto was not going more than 10 miles an hour. He was unaware of the presence of the express train. He claimed that the open box cars drowned the sound from the approaching train. If the box cars had been out of the way the train could have been seen by the motorists and himself.

Erwin Hilliard, K.C., M.P.P., Morrisburg, represented the estate of the late Dr. Mavety: J. Maxwell, Casselman, the Crown; and J.P. Pratt, Montreal, the G.T.R.

Ten Miles an Hour at Vars till Probe is Over

Sir Henry Drayton, chairman of the Board of railway Commissioners has instituted an inquiry into the railway crossing tragedy at vars last week in which Rev. Dr. Mavety and four others travelling in an automobile, lost their lives.

Until a decision has been arrived at regarding the cause of the accident the trains crossing the highway at Vars will only travel at a speed of ten miles an hour.

Letters to the Editor

The Vars Crossing

Sir, I notice in your paper of Sept. 18th a statement by Sir Henry Drayton, chairman of the Railway Commission, re Vars tragedy. I do not agree with his views. It is one thing for a man of his high standing to sit in an office chair, and make the statement, which he did about something with which he is not familiar, and it is quite another thing to be on the spot and see several persons on different occasions being nearly hurled into eternity on the same crossing.

Now, Mr. Editor, this is a dangerous crossing and on different, occasions people have been nearly caught: and only a few years ago when I was a member of our Township Council, I brought the matter up and had a resolution drawn up and forwarded to the Grand Trunk Railway Company, stating such to be the case, and asking them, to erect a bell or provide some protection for the travelling public, but our request was ignored, as they considered there was not sufficient traffic to warrant protection at this point.

The fact that such a prominent man as Rec. Dr. Mavety being a victim in this tragedy, has brought this matter of railway crossings more before the public, and it is quite time something was being done, as in the case of the Vars tragedy, no blame whatever could be placed on the motor driver, as it was impossible for him to see the headlight, no matter how powerful it might be owing to the obstructions, which the railway company had placed within twelve feet of the public highway.

In conclusion, Mr. Editor, I would say, to those familiar with the situation the blame for the Vars tragedy rests entirely with the Grand Trunk Railway.

Subscriber

Vars, Ont

Sept 24, 1917

The derailment of a couple of freight cars at St. Polycarpe Junction today caused a tie-up in traffic on the G.T.R. line, and the Ottawa-bound passenger train from Montreal was held up for over two hours, not arriving here until after 2 o'clock. So far as can be learned, no one was injured in the derailment of the freight cars.

TWELVE CARS OF WHEAT WRECKED AT SOUTH INDIAN

Following closely upon a derailment of several freight cars at Alexandria, early in the week, the G.T.R. Montreal line was the scene of another mishap on Saturday afternoon, when twelve cars loaded with wheat, were derailed near South Indian.

No one was injured, but the cars were badly broken up. Passengers on the afternoon train from here to Montreal were compelled to walk from the point at which it was held up to another train on the other side of the scene of the derailment, and traffic was held up for some time. The line is now clear.

Grand Trunk officials scout the rumor that the two derailments in quick succession are due to the work of enemy agents. Although they occurred on the same line, they attribute them to natural causes and it is stated that no investigation other than the customary one in such cases is in progress. A broken axle is assigned as the cause of the accident.

Big Fire in Casselman
Casselman July 30

About 4 p.m. Mr. Damase Racine, member of the Legislative Assembly for the county of Russell, phoned for assistance to Ottawa and an engine and equipment from No. 4 fire station arrived on a Grand Trunk special at 5.20 p.m. The engine and crew did marvellous work and credit is due them for practically saving the town from being completely destroyed.

30/07/1920 Eastern Ontario Review Alexandria Madawaska

Two killed at Maxville when Montreal Express crashes into Motorcar
CNR train traveling at high speed at Maxville, Ont., deals out quick death to driver of car, a Maxville man, who attempts to Rush Crossing.
Two members of the Blaney family, Maxville Junction, Ont, Thomas, the father, and William, his 14 year old son are dead as a result of their automobile being struck last night at 8 o'clock by the Montreal Express, Canadian National Railways,, at a level crossing near their home. Two other members of the family the mother, Mrs. Margaret Blaney, and a son, Sursin, aged 18 years are lying in a critical condition at St Luke's Hospital, Ottawa, while a friend of the unfortunate family, Baziol Rowe, aged 21 years, of Riceville, is also suffering from serious injuries in the same institution.
Thomas Blaney was killed out right when the flying locomotive hurled the automobile from the tracks. The other occupants of the car were taken on the train by the crew and rushed to Ottawa. Ambulances from Woodburn's undertaking establishment had been ordered by telephone, and the victims of the collision were hurried to St. Luke's hospital, but in spite of immediate medical attention, William Blaney succumbed to the terrible injuries which he had received. Late last night the hospital authorities could give no definite information regarding the probable fate of the other patients as they had been unable on account of the seriousness of their conditions, to make detailed examinations.
The accident occurred shortly after 8 o'clock, when the Montreal Express was running out of Maxville, where it was due at 8:02.

Eyewitnesses story.
Harry Conley, farm laborer, 22 Holden Street, North Adams, Mass, a passenger on the train, and the only eyewitness of the accident, stated last night that he believed that Mr Blaney was attempting to rush the crossing ahead of the oncoming train.
"It was just coming dusk", said Mr. Conley, "when I noticed the automobile heading for the crossing. I distinctly felt the jar of the train as the engineer applied the brakes, and heard him blow several shrill blast on the whistle. The fender of the engine struck the rear end of the automobile throwing it, partially wrecked, clear of the track.
Almost cleared track.
"Then the train stopped and backed up. Mr Blaney was dying, when, with several others, I rushed to his aid. He had evidently felt that he could get safely across the tracks, for, as I helped to pick up the injured, he said, "Another yard and I would have made it."
Following the accident, the express continued its run into Ottawa and arrived in Union Station about 30 minutes behind scheduled time. Ambulances from Woodburn's undertaking establishment had been summoned by telephone and the four victims were rushed to St. Luke's hospital without loss of time.
The members of the crew on the train where all Ottawa men. The engineer, William Wooley, was, it was stated last night, only a supply man, as the regular engineer of the train, Mr. Driver, was off-duty yesterday. The other members of the crew werer A J Leamey, 128 Hinton Avenue, conductor; and H Dolman, baggage man. None of the crew would talk last night about the accident

12/11/1920 Eastern Ontario Review Alexandria

The management of the Grand Trunk Railway has forwarded a message to all station staffs and track forces of the railway expressing appreciation of their efforts in caring for the flower beds around stations and tool houses during the past season. A large number of station and surroundings have been beautified under the direction of the company's head gardener William Glass and the employees have taken the greatest interest in maintaining this work.

31/12/1920 Eastern Ontario Review Alexandria

Such is the volume of freight traffic up the main line of the G.T.R at present phenomenal for this season that the motive department is very busy keeping engines in trim for service. Practically all engineers and firemen in the employ of the road are now in regular service.

06/05/1921 Eastern Ontario Review Alexandria Casselman

75-Year-Old Man Killed by Train
A despatch from Casselman says:
Details of the death of Mr. Noel Leplante, aged 75, retired, who was struck down on Sunday afternoon by the G.T.R. Ottawa-Montreal express were made known at the inquest held there last week. A verdict of ccidental death, with no blame against anyone,was returned. Mr. Laplante head. Death was instantaneous. Mr. Leplamewas crossing the railway at a private crossing near the station. He thought the oncoming train was merely a local, it is held, and he was attempting to get to the station ahead of it, thinking it would slow down.. Instead of it being the local however, it was the express train. The cylinder of the engine struck him in the head. Death was instantaneous. Mr. Leplante was one of the best known and respected men in the district. Coroner H.H. kirby presided at the inquest, assisted by Crown Attorney Cote, of Ottawa.
Note: both Leplante and Laplante are used.

11/07/1922 Ottawa Journal Alexandria Bovesville Road

CAUSE OF WRECK. Investigation this morning showed that the derailment of two Canadian National Railway freight cars near tha Bovesvllle Road crossing at 1.11 last evening waa caused by a brake fitting'becoming loose and catching in the cattle guards. The cars wars replaced on the rails later in the evening and taken to the Ottawa yards.

29/09/1926 Ottawa Journal Alexandria Ottawa Union

His excellency, the Right Honoutable Viscount Wllingdon, the Governor General will arrive at the Union Station at 11 o'clock next Monday morning.

28/10/1926 Ottawa Journal Alexandria Ottawa Union

11 car special CNR train for Queen Marie of Rumania arrives from Toronto and is backed into Union station at 10.30.

11/12/1926 Ottawa Journal Alexandria St. Justine

FREIGHT DERAILMENT.
The C. N. R. passenger train from Montreal scheduled to arrive la tha Capital at 1.12 o'clock this morning, was upwards of two hours late due to the derailment of an extra freight some distance north of Coteau. The trucks of one at the freight cars left the tracks shortly after midnight near St. Jusrtine. The chief despatcher at once ordered the Montreal train to put up at Coteaa until the track was cleared. The wrecking train was rushed from Coteau. Coteau is about 71 mlles from the Capital.

04/03/1927 Ottawa Journal Alexandria Vars

Freight Train Blocked Track
The C.N.R. line between Ottawa and Montreal was blocked at Vars this morning, owing to the derailment of a freight train, and the Transcontinental was routed via Hawkesbury to Montreal, after being held in Ottawa for some time.

WRECK BLOCKS ROUTE OF THE CITY FATHERS

Have To Switch To C. P. R. For Trip To Montreal.

City fathers and members of the Ottawa delegation who left for Montreal to visit the filtration plant there were compelled to switch from the C.N.R. to the C. P. R., owing to a tie-up on the C.N.R. line when two freight cars left the rails just west of South Indian.

The accident occurred this morning at 7.35, when a freight train of 45 cars from Montreal was just pulling out of South Indian. It was travelling very slowly and a short distance west of the station two cars went off the track when an axle broke.

No one was injured and a tie-up occurred which was not cleared for several hours, delaying New York Central and Canadian National trains due in Ottawa during the morning and early afternoon.

09/07/1927 *Ottawa Journal**Alexandria**Ottawa East*

C.N.R. will close down the Ottawa East shops. 61 jobs lost. Goes into effect on Jul 15. Full article. Veterans going to Stratford, Montreal and Brockville.

01/08/1927 *Ottawa Journal**Alexandria**Vars*

Wreck at Vars. Passenger train side swiped a freight.

01/08/1927 *Ottawa Citizen**Alexandria**Vars*

PASSENGER TRAIN SIDESWIPES FREIGHT AT VARS

Crash into coal car throws huge engine off line

Engineer P. Lalonde of Montreal slightly injured at Vars station this morning in jump to save himself.

Saw crash was coming after rounding curve

Passengers on well-filled C.N.R. train escape with severe shaking up. A wreck, fortunately unattended with serious injury to passengers or either of the train crews, occurred at Vars station, about six o'clock this morning, when the Montreal bound train No. 2, which left this city at 5.25, sideswiped a freight train bound from the Metropolis to Ottawa, the engine being derailed, and the engineer, Mr. P. Lalonde, of Montreal, was slightly injured.

The freight was pulling into the siding at Vars station, and six of its long string of cars were still on the main line when the Ottawa passenger train bore down on it, and with a crash the engine hurtled into a big gondola coal car, climbed it and was derailed. The baggage coach and passenger coaches remained on the track.

Engineer P. Lalonde of Montreal, at the throttle, saw that a collision was impending--he rounded the curve at that point--and after applying the emergency jumped with his fireman.

Engineer Lalonde in jumping landed heavily, striking his head on a rail, and cutting it badly. He received medical attention and was brought back to Ottawa with the passengers, reaching here at 9.20.

His fireman, Mr. W. Little, also of Montreal, sustained a few bruises, and the passengers in the train, which was well filled, beyond a bad fright and a severe shaking up escaped unscathed.

(Continued on Page 2, Col. 2)

Page 2.

CRASH INTO COAL CAR THROWS HUGE ENGINE OFF LINE

(Continued from Page One)

Trains Re-routed

Trains en-route to Montreal this morning following the accident were re-routed via Rockland and No. 47 from New York and Montreal is held up at the Montreal end of the wreck, the debris from which a wrecking crew and apparatus from Montreal is now engaged in removing.

It is expected by C.N.R. officials that the line will be open again

some time this afternoon.

Due To Heavy Fog

While there is no official statement at present owing to the fact that the wreck occurred on the Montreal division, it is stated that the accident was due to a heavy fog which prevailed early this morning, and the engineer of the freight train failing to get his train clear of the main line.

Fortunately, Engineer Lalonde was in time to see the freight cars on the track ahead of him, a sufficient distance away to permit of his applying the emergency brakes before he and his fireman jumped, and the momentum of the train, which had been travelling at a moderate speed, owing to the fog, was considerably lessened when the crash came.

Immediately, the big locomotive struck the gondola of the freight train into which it climbed and was derailed, two other freight cars were thrown over on their sides, and in the passenger train frightened passengers ran hurriedly for the doors.

Passengers Calmed.

The train crew, with porters, two of whom were thrown heavily on their faces at the impact, but escaped with bruises, assisted in calming the passengers, two or three of whom received severe bruises, when thrown forward by the shock, and one lady, a resident of

Montreal, name unknown, collapsed, but recovered later.

The only other person injured as far as can be learned was Mr. A.P. Maloney, conductor of the freight train, who was thrown through the glass in his van, and was cut about the hands, as he shot them out to protect himself.

It is stated unofficially that when the accident occurred, the engineer of the freight train, which had also been delayed by the fog, was in the act of drawing his train into the siding when it was struck by the oncoming passenger engine.

05/08/1927 *Ottawa Citizen**Alexandria**Union Station*

Small crowd when prince board train

At 3.40 o'clock this morning the prince of Wales, Prince George and their party, returning from the Country Club party, boarded their train which was run in on track 6 at Union Station. About fifty persons were at the station, mostly police, station attendants and taxi drivers.

From shortly after midnight on through the early hours of the morning, Deputy Chief Joseph Gilhooly of the city police, in company with a squad of men, remained around the station entrance awaiting the Princes' party. R.C.M.P. and railway police officers too were there, but the combined forces, capable of handling quite a large crowd, found little to do but be among the onlookers.

Welcomed as the representative of the youngest of the British Dominions, William T. Cosgrave, head of the Irish Free State, faced a light program today, his last at Canada's capital.

Seemingly none the worse for the derailment of his train yesterday, in which one man was killed, Mr. Cosgrave had only a luncheon engagement ahead of him before he entrained for New York via Montreal. During the morning hours a drive around the city was the only event on his schedule.

President Cosgrave aided in the work of rescue when his train jumped a switch at Limogese (sic) about 23 miles from Ottawa, while making 55 miles an hour.

He aided in extricating the injured from the overturned engine and cars and sent a telegram of condolence to the family of J.A. Boyd, railroad foreman of Montreal, who died at the throttle of the Presidential train. His private car left the rails, but did not overturn, and no member of his party was injured.

Following an enthusiastic welcome at the station, Mr. Cosgrave was taken to the Parliament House where Premier MacKenzie King called attention to his presence in the gallery as members cheered.

In the evening he was guest at a dinner given by Premier King. Tribute was paid at the dinner to President Cosgrave's coolness at the time of the accident and his work in aiding the injured and calming the fright of the other passengers.

Not work of plotters

Although the Royal Canadian mounted police and railway inspectors were convinced today that the derailment of President Cosgrave's train yesterday was purely accidental, the guard about the head of the Irish Free State was increased.

Railway officials said that investigation of the wreck, which cost the life of a railway foreman, had definitely put to rest rumors that it was caused by plotters against the Irish president.

http://news.google.com/newspapers?nid=1955&dat=19280131&id=zp8hAAAAIABAJ&sjid=_pkFAAAAIBAJ&pg=3092,5771838

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Tribute to bravery

President Cosgrave said he wished to associate himself with the remarks of premier King in his message of sympathy to the bereaved. In a fine passage President Cosgrave then paid tribute to those in the accident. "I have witnessed some stirring incidents," he said, "but never finer examples of bravery and coolness."

There was not the least bit of panic, and one man lying with a broken leg, kept inquiring: Are the guests all right? The country that produces men like that is bound to be all right."

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<http://news.google.ca/newspapers?id=tTk0AAAAIABAJ&sjid=kvUIAAAAIABAJ&pg=1486,5330355&dq=cosgrave+railway&hl=en>

Sleigh runner caused wreck.

C.N.R. officials establish cause of special train derailment after searching probe

Mr. A.E. Warren, general manager, Central region, Canadian National Railways and engineering and other officers at noon today definitely established the cause of the derailment of the special train carrying President W.T. Cosgrave to Ottawa.

A searching investigation was carried out immediately following upon the accident and continued throughout the night. Evidence was given that two horses drawing a heavy log sleigh had run away from the loading siding at Limoges a few minutes before the arrival of the special train.

One of the runners of the sleigh jammed in and wedged over the switch point at the east end of Limoges yard, some distance from the station. The horses were later brought to a standstill and returned to their driver,

The incident attracted no special attention in the rural community, and it was not known that the runner of the sleigh had turned the switch forcing the points open by the force of its impact, but as a result, when President Cosgrave's special train came along a few minutes later, it went through the switch on to the passing track, and by reason of the sharp turn became derailed. The sleigh and the switch were examined by experts this morning and it was established by the paint marks on the switch and the marks on the runner of the sleigh, along with evidence given by local witnesses, that this had been without doubt the cause of the accident.

Unforgettable scenes as Pres. Cosgrave stands beside dying engineer

After he and members of his party have miraculous escape in wreck of special train at Limoges, near Ottawa, Irish Free State Chief Executive plays gallant and leading part in rescue work.

Wreck due to locomotive traveling at high speed splitting switch. One observer thinks rail broken. Dr. Stoness of Vars makes epic trip on hand car. One dead nine injured.

President William T. Cosgrave of the Irish Free State, when he returns to Ireland will carry with him a vivid remembrance of the thrilling experience which befell him, when the special C.N.R. train on which he and his party, with railway officials and newspapermen, were travelling from Montreal to this city yesterday, was wrecked at a point just east of Limoges, formerly South Indian station, at 12.05 noon.

That President Cosgrave and all members of the party escaped unscathed, in view of the terrific smash which occurred when the train, travelling at fifty-five miles an hour, became derailed, is considered by railroad authorities to be little short of miraculous.

Indeed, grave fears had been entertained as to their safety when the news reached the capital of the wreck, specifically when word went around that a special train with nurses and doctors aboard had been despatched to the scene.

The wreck, stated by C.N.R. officials to have been due to the locomotive splitting a switch, and crashing into some boxcars on a siding, then demolishing a granary near the track before turning over in the adjacent field, brought death to one of the train crew, and injuries to nine others, one of them seriously.

The dead man, Pilot Engineer A. Boyd of Montreal, who was at the throttle of the big locomotive speeding at fifty-five miles an hour to the Capital was crushed to death in the wreck of the engine, and thrown from the cab when the locomotive overturned.

Three teams of horses killed when granary demolished by locomotive.

The most seriously injured of the train crew, was brakeman Frank Lafleur, who when the ?? came was sent flying to the ?? of the car and his right leg was broken when it became wedged ? a seat.

Engineer R.G. Day and Fireman Legault escaped with injuries to their heads and the others, dining car employees, H. Sadler, H. McIntosh, ? A. McLaurin and B. ? were only slightly injured by being thrown about when the dining car fell over on its side. All of the injured were from Montreal.

Three teams of horses standing at the granary near the station were killed outright when the engine demolished it.

President Cosgrave and the members of his suite escaped unhurt, although they were badly shaken, and thrown to the floor of their car when the crash came, and their escape is ?almost miraculous.

Entire train derailed.

The train which was composed of heavy locomotive and four coaches derailed entirely. the engine and tender were torn apart and the dining car turned over in the ditch. The other cars remained upright, although that containing President Cosgrave and his party came near to ? the fate of the dining car and was badly smashed.

Locomotive uncoupled

That there was not greater loss of life and that the distinguished visitor and members of his party escaped ? death or at least serious injury, is attributed to the fact that when the locomotive jumped the switch and crashed into the box cars on the siding, it became uncoupled from the train and continued on its mad ? alone to crash into the granary.

President Cosgrave apparently realised the crisis through which he had ?, by the statement he made when he and the members of his ? had recovered somewhat from the shock, "God in His Mercy has ? the rest of us."

? about the president of the Irish State government when the ? crash came which betokened something untoward had happened to declare that he displayed the ? sang froid, and with Dr. J.J. ?, of Chicago, his personal physician, helped render first aid.

The distinguished statesman was very distressed upon hearing of the tragic death of engineer Boyd, and had a telegram of condolence at once dispatched to his widow in Montreal.

Rumors Disposed

Sinister rumors were at first abroad to the effect that the wreck was an attempt on the life of the distinguished visitor, but an immediate investigation by C.N.R. officials on the spot, and by officers of the R.C.M.P. despatched to the scene on a special train, disposed of these.

Mr. J.P. Hanratty, of the C.N.R. Natural Resources department aboard the wrecked train, stated that the cause of the wreck had been undetermined, but that there was absolutely no ground for any assumption that the switch which figured in the disaster had been tampered with.

"The cause of the wreck is one of the mysteries of railroading," said Mr. Hanratty. "The regular motor train due at Limoges at 11.16 had passed this switch less than an hour before we came to it, and there had been no movement at that point prior to our arrival. It is certain, however, that the wreck of the train was due to an accident, the cause of which only a technical investigation will reveal."

The late pilot engineer of the train, Mr. A. Boyd was one of the most experienced engineers in the employ of the company.

Threw on Emergency

According to Engineer R.G. Day, who was in the cab of the locomotive with his fireman Mr. A. Legault, just prior to the engine taking the siding, he saw Engineer Boyd throw on the emergency brakes, thus indicating that he had either seen something on the track ahead or else realized there was something wrong. Immediately the engine took the siding and he remembered nothing more until he and his fireman were crawling from the wrecked locomotive.

As soon as word of the wreck reached the city, a special train with Doctors McKinnon and Gardner, and railway and R.C.M.P. officials was made ready and left within ten minutes, making a quick run to the scene of the accident. There the injured were given first aid, especially brakeman Lafleur who was suffering intensely and the return trip was made to Ottawa where a huge crowd had gathered, attracted by the news of the accident to the presidential train, and who gave President Cosgrave and those who accompanied him a great welcome.

The special train bearing the distinguished visitors to the Capital was travelling at a speed of fifty-five miles an hour when the accident occurred.

When the train plunged into the open switch the engine rolled over on its left side and crashed into a line of standing box cars. The coupler between tender and diner gave way and the dining car rolled over three times on the right side of the rails. President Cosgrave's private car came next and wobbled dangerously, but did not overturn. Behind this was the press car which remained on the rails.

President Renders Aid.

Immediately after the crash, President Cosgrave, who had been chatting in his coach, looked to the safety of his sister-in-law and her husband who were in the dining car. Learning that they were safe, the Irish statesman plodded through snow drifts almost waist deep, going from place to place visiting the injured and inquiring as to their hurts. The president then took an active part in the direction of the rescue work and offered his valuable advice.

A Touching Scene

As Pilot Engineer Boyd was breathing his last Abbee V.M. Pillion of South Indian arrived just in time to recite prayers in unison with another clergyman. During the reciting of the prayers the president and his minister stood with bared heads. After Boyd had passed away President Cosgrave gave the priest a photograph of himself and inscribed upon it: "In Memory of your devoted services to the dying in the regrettable accident at Limoges."

Doctor on Hand-car

As the rescue work was going on a black bobbing speck appeared on the tracks coming toward the wreck. The approach was watched eagerly and the speck turned out to be Dr. F. Stoness of Vars, who, on learning of the smash, leaped to a hand car, and desparately pumped his way to the scene to render any assistance possible. Dr. Stoness came a distance of eight miles, braving the cold wind, and was well nigh exhausted when he pulled up at the wreck.

"We were lucky", said Conductor Albert Johnston, when he stepped into the check room at Union station after the special train sent from Ottawa arrived back in the Capital. The conductor received only a slight cut on one of his hands.

-- more eyewitness accounts of the wreck.

A wrecking gang succeeded in getting the right of way clear by ten o'clock last evening so that traffic to and from Ottawa and Montreal was not nterfered to any extent.

-- more eyewitness accounts of the wreck.

<http://news.google.ca/newspapers?id=tK0AAAAIIBAJ&sjid=kvUIAAAAIIBAJ&pg=3380,5417542&dq=limoges&hl=en>

14/05/1928 *Ottawa Citizen* *Alexandria* *Ottawa Union*

Long Concrete Wall Finished by Railways

2900 Feet Long and Sixteen and Half Feet High.

The plans recently outlined in parliament by Premier King for the creation of a large central park area in the Capital include a contribution which is being made by the two big railway systems of the country. In the center of this new area stands the Central Station and the Canadian Pacific and the Canadian National railways are carrying out improvements to that structure which will play a material part in giving visitors to the city a favorable impression on their entrance. Part of the Improvements planned by the Dominion government and the Federal District Commission relates to the Rideau canal and the eastern wall of this canal is a part of the Central Station. A reconstruction of this wall has recently been completed by the two railways and will form part of the permanent improvements of this area. The reconstruction included the erection of a concrete wall twenty-nine hundred feet long and sixteen and a half feet high. The wall is seven and a half inches wide at the top and has a base width of four feet. About six thousand cubic yards of concrete were used in its construction and much of the work was carried out in zero weather during the past winter. Night work was carried on in order to ensure the wall being ready to let water into the canal at the regular time in spring. The project also necessitated the excavation of about eight thousand cubic yards, thirty per cent of which was under water. The concrete wall from Sparks street to the train shed was raised and further improvements were made to the wall of the train shed itself. In the carrying out of this work it was necessary to change the main tracks within the station temporarily and to use the first track next to the canal for handling pile drivers and other work equipment while the operation was in progress.

These improvements to the canal wall and Central Station will bring this part of the center of the city into harmony with the government plans for the creation of a Confederation Memorial Park and the continuation of the Federal District driveway. When the Russell Hotel, warehouses, and other buildings, which it is intended to demolish have been removed the result will give visitors to Ottawa a favorable opportunity to observe the beautiful driveways on the canal and will provide an unobstructed view between Laurier avenue bridge and the station of the main tower and east block of the parliament buildings.

26/04/1929 *Ottawa Citizen* *Alexandria* *Ottawa Union*

Nobody missed any trains at Union station this morning according to all the officials. Usually on first business day of daylight saving a few arrive about 55 minutes late.

The clocks in the station of course keep standard time, as do those in uptown railway ticket offices. A sign card "Eastern Standard Time: has been dusted off and put in the usual place one the clocks once more.

26/06/1929 *Ottawa Journal* *Alexandria* *Alexandria*

Switch left open. Train jumps rails

Passenger train from Ottawa Crashes into Freight Cars at Alexandria

Carrying 150 passengers, the Canadian National Railway train which left Ottawa for Montreal at 2.30 yesterday afternoon ran into an open switch near Alexandria station and wrecked a line of freight cars. While at first it looked as if the collision would assume large proportions only one person was injured, A.E. Ricketts, fireman, of Montreal, who sustained a fractured collar bone, severe bruises and internal injuries.

Ran into derailer

When entering Alexandria about 3.45 p.m. the train ran into a derailer, tearing it out of the roadbed and then struck the open switch. After striking the switch the train left the rails and tore up the roadbed.

A freight car containing wheat, the property of D. Markinson's flour mills, was telescoped, the contents scattering all over the track. The train also ran into a string of freight cars and pushed them right over the open end of the siding into the railway station demolishing part of it.

Have Near Escape.

The car digging itself into the roadbed probably saved a more serious collision for it minimized the impact with the freight cars which might have been pushed right through the station. Many people were waiting on the station platform for the arrival of the train and said they had a remarkable escape when the train stopped at the end of the platform. In all three freight cars were destroyed. A number of handcars, used by a section of workmen who were working nearby, were also totally wrecked.

Fireman Ricketts received his injuries through jumping from the engine before it finally came to a standstill. Paul Lalonde, also of Montreal, followed Ricketts but escaped without injury, as did Conductor George Keeler, of Montreal.

No damage was done to the three cars on the passenger train, although the passengers were badly shaken up. As soon as the crash came, G.W. Sheppherd, the station agent, notified Doctors E. Charbonneau, J.T. Rose and M. Markson, and Fire Chief Max Seger. The doctors were quickly on the scene and the fireman, after examination, was taken to the house of J.T. Bottomley foreman of the Bell Telephone Company. Later he was taken to Montreal where an X-ray examination will be made to ascertain the extent of his injuries.

Alex McNaughton, superintendent of the Montreal division, was called to the scene of the collision and he ordered the train running from Hawkesbury to Glen Robertson to proceed to Alexandria. On arrival, two day coaches and a palour car of the wrecked train were coupled on to it and it proceeded to Coteau Junction where another engine was chartered to take the passengers to Montreal. The passengers arrived there 45 minutes late.

Mr. McNaughton ordered an investigation to be held in Montreal this morning for the purpose of determining who was responsible for the switch being left open. Last night Mr. McNaughton would give no statement regarding the wreck.

Passenger carried right to his farm.

Incident illustrating "Service" on C.N.R. train.

There was much humor in an incident which occurred on a C.N.R. train bound from Montreal to Ottawa last evening, in charge of Conductor P.T. McGovern, 211 Bolton street, together with an illustration of what might be termed real service on the part of the official.

A man who had attended the Bennett rally at Alexandria boarded the train at that station just before it pulled out, and it was evident from his appearance that he had enjoyed the meeting to such an extent that he had celebrated "not wisely but too well".

He was bound for Maxville, two stations up the line, and the conductor, who knew him, had considerable difficulty in preventing him from leaving at the first station, Greenfield, as the passenger's sense of his whereabouts was very much at sea.

Prevented from getting off, he again subsided into slumber, and was not noticed until the train was pulling out of Maxville station, when a newspaper man suddenly remembered hearing the slumberer saying he was going to Maxville. The train was rapidly gathering speed when the conductor happened along, and his attention was drawn to the passenger.

"Well, if he isn't here still", said that official, who without any hesitation, pulled the emergency cord, and the train glided to a standstill and the man was awakened from his slumbers.

As the conductor was leading him to the exit he happened to look out of the window, and the passengers went into roars of laughter when they heard him say; "Well, that's what I call service. We have actually saved him a long walk, for his farmhouse is just across the fields there."

Must lengthen Laurier Bridge

C.N.R. goes ahead on cutting away embankment adjoining yards

Laurier Avenue bridge will necessarily have to be lengthened when the Canadian National Railways finishes the work of widening its yards, according to opinion expressed in reliable quarters today. The Canadian National at present is cutting away the high embankment on the east side of its yards south of the bridge in order to provide more track space and this operation will go under the east end of the bridge.

At present the bridge is unsafe according to Canadian National counsel who, in presenting an application to the Board of Railway Commissioners, declared that unless repairs to the bridge were made, the structure was in danger of falling. An inspection of the bridge will soon be made and the cost of the inspection will be paid by the Canadian National and the Ottawa Electric.

When the inspection is completed a new hearing will commence before the Board of Railway Commissioners on the application of the Canadian National for repairs and for apportioning the cost of these repairs as between the C.N.R. and the Ottawa Electric.

Description of a trip from Ottawa to Montreal.

<http://news.google.ca/newspapers?id=ZaguAAAIBAJ&sjid=kNoFAAAAIBAJ&pg=6979,11104234&dq=railway+l+railroad+l+train&hl=en>

O.E. Blameless For Condition of Laurier Bridge

Cost of Repair Must be Borne by City and Public Works Department.

The O.E.R. is in no way responsible for the condition of the Laurier avenue bridge. the cost of repairing or reconstructing which must therefore be borne by the city, and the Public Works Department.

This, it is understood, is indicated in the report on the condition of the bridge. which has been submitted by the Inspecting and Testing Company Limited, of Montreal, on instructions from the Railway Commission

The report states that the O.E.R. has in no way disturbed the water proofing of the bridge. This has been indicated through a hole which was made in the roadway on the deck of the structure, which shows there has been no corrosion of the steelwork directly caused by water permeating through the bridge deck roadway.

That the concrete roadway built by the O.E.R. when it laid its tracks in 1924. was of a strong type, is shown by the fact that it is still in good condition, together with the fine stone concrete which originally covered the flooring of the structure.

The full report on the condition of the bridge is expected to be ready within two or three days.

Urges East End Laurier Bridge Rebuilt at Once
Engineer Reluctant to Cause Alarm, But Says Part of Structure in Precarious State.
Find Reinforcing Rods Are Badly Eaten Away

Reiterates That O.E.R. in No Way Responsible For Bridge Condition.

The present condition of Laurier avenue bridge is a serious one, and one that calls for immediate application of definite remedial measures, according to Ernest E. Gagnon, bridge engineer, who has submitted to T. L. Simmons, chief engineer of the Board of Railway Commissioners, a memorandum concerning the recent inspection of the structure which was made by the Canadian Inspection Company of Montreal. Contents of the memorandum, which has been prepared in the last ten days, were gleaned by The Citizen today.

While reluctant to arouse alarm by condemning the structure as a whole, Mr. Gagnon, in his report, points out that the east end of the bridge is in a very precarious state and should be rebuilt at once. He expresses failure to see how the bridge can continue in service very much longer without danger to traffic over it or under it. The bridge was built in 1900, and the life of any bridge, Mr Gagnon says, depends in a general way upon the amount of traffic passing over or under it, the quality of materials used in construction, its design, and last but not least, the amount of care and attention given to the upkeep.

This bridge, it is found by the inspectors, has been improperly maintained, more particularly in regard to painting.

Elementary precautions have not been taken, for scale and rust have been found between the metal and the paint, this condition in itself having contributed its share in shortening the life of the bridge. The pavement, the sidewalk, the hand-railing and other portions of the bridge, which are termed "non-vital," are in fairly good condition. On the other hand, the portions of the structure consisting of the cinder-concrete arches, the steel reinforcing rods and the steel framing, termed the "vital portions," are in a very unsatisfactory condition. The cinder-concrete arches have been seriously affected by steam and acids from the heavy exhaust of engines.

Rods Badly Eaten Away

The rods used for reinforcing the concrete arches are exposed in many places and are very badly eaten away with the result that their effective section has been reduced some 70 per cent, when it is not gone entirely, as, for instance, in the slabs over the railway tracks. The steel framing supporting the concrete arches is in a poor condition, the result of corrosion due to the action of water, steam and gases from the exhaust of locomotives. The corrosion found particularly over the railway tracks was undoubtedly not caused by water coming through during construction of the pavement, following the laying of the Ottawa Electric Railway tracks. The corrosion has, for the greater part, been caused by steam, water and gases from the continual and frequent exhaust of locomotives.

Is No Criterion

Because the cars of the Ottawa Electric Railway have been passing over the bridge safely for the past three years is no criterion that the same safety will be enjoyed the next three years, the report says.

Mr. Gagnon further says: "We often hear it argued that a bridge must be safe, since it has been submitted to a heavy load, and did not break down. Such a test means absolutely nothing. It does not even show that the bridge will bear the same load again, much less does it show that it has the proper margin for safety. This bridge was designed with certain specified materials to carry certain specified loads. The loads have certainly not been reduced, whereas the materials have been seriously reduced, as explained before, hence there must be over strain in the material, and if overstrain exists and keeps on increasing, as in this case, the ultimate strain will come next, to be followed by the inevitable - failure."

Mr. Simmons concurs in the report of the inspection company and of Mr. Gagnon.

O.E.R. Not Responsible.

"It appears from the report of the inspection company," Mr. Simmons said, "that the Ottawa Electric Railway is in no way responsible for the condition of the bridge as it did not disturb the waterproofing. I suggest that a copy of the report be sent to the Canadian National Railway and that two copies be sent to the Department of Public Works. I recommend that the parties be requested to proceed with repairs or reconstruction of the bridge forthwith."

The report is now in the hands of the Board of Railway Commissioners which will give it careful consideration.

Ten Injured As Trains Collide Nearing Ottawa

Canadian National Crashes Into Rear of Canadian Pacific in Laurier Ave. Yards Last Night.

Four of Injured Are In Civic Hospital

Flin Flon Wrestler's Skull Fractured. Fire Chief Lemieux Hurt.

Ten persons, nine of them residents of Ottawa, were injured about 9.15 o'clock last night in a rear end collision of the Canadian National and Canadian Pacific Montreal to Vancouver crack trains in the Laurier avenue yards.

Of the injured, four are in the Civic Hospital, Victor Anderson wrestler, of Flin Flon, Manitoba, is the most seriously hurt, his skull being fractured. Fire Chief J. E. Lemieux of Ottawa is among those hurt and is confined to his home.

Fortunately the trains were travelling at a slow rate of speed as they entered the Laurier avenue yard, otherwise the list of injured might have been more lengthy. Three coaches of the Canadian Pacific train and two coaches and the engine of the Canadian National were damaged. The observation car of the Canadian Pacific was lifted off the tracks when the Canadian National engine struck it.

C. M. Pattie of Ottawa, brakeman of the Canadian Pacific train, who jumped from the rear platform of his train when the crash occurred was slightly injured, and was able to go to his home.

The Injured.

Victor Anderson, Wrestler, Flin Flon, Manitoba, fractured skull; in Civic Hospital.

Fire Chief J. E. Lemieux, Ottawa, slight cut and bruise to head and sprained shoulder.

Mrs. Francis Brown, 509 Bay street, badly injured shoulder and face injuries; in Civic Hospital.

A. E. Corrigan, 301 Laurier avenue east, possibly three fractured ribs and injuries to shoulder, foot and head.

Hilton C. Hogarth, 124 Fourth avenue, slight shock.

Police Constable Thomas Emerson, Ottawa, head and hip injuries.

C. T. Burgess, C.N.R. trainman, 152 Glenora avenue, injured shoulder; in Civic Hospital. ; Miss Edith Foster, 269 Slater street, face injuries and shock; in Civic Hospital.

Brakeman C. M. Pattie, 1250 Wellington street, bruises and shock.

John H. Morehouse, 123 Powell avenue, bruises and shock.

Both trains left Montreal at 7.15 o'clock last night. The Canadian Pacific was scheduled to arrive here at 9.15 o'clock, and the Canadian National at 9.16 o'clock. There is no rule, officials state, as to which train should enter the station first.

At Deep Cut, about a mile outside of the station, the trains leave their respective tracks at a switch and come in on the single main line, the Canadian Pacific entering the main line first last night. The Canadian National follows in on the line, and then at Laurier avenue bridge the trains are switched again to separate tracks.

It was between the switch and the Deep Cut and the switch at Laurier avenue bridge that the collision occurred. Engineer H. H. Legate of Ottawa, who was driving the Canadian National, was suddenly confronted with a blanket of steam from the Canadian Pacific train ahead of him. He apparently did not realize he was so near the train ahead of him, and before he could get his bearings his train had crashed into the rear of the other one.

Immediately there was confusion aboard both trains. Passengers were flung from their seats and those who were preparing to leave the trains as they were pulling into the station were thrown forcibly to the floors of the coaches.

Both trains were brought to an immediate stop and officials of both companies commenced checking up on the injured and seeing that they were properly cared for. Dr. F. W. MacKinnon attended most of those hurt. The injured in hospital were taken to the institution in motor cars furnished by the railway companies.

There were only two passengers in the observation car of the Canadian Pacific train. A. E. Corrigan and Hilton C. Hogarth. Mr. Corrigan was putting on his rubbers when the crash came. He was not thrown to the floor, but was struck by two chairs, which were hurtled from their positions by the force of the impact.

Mr. Hogarth was standing in the car talking to Mr. Corrigan at the time of the crash, He was thrown along the aisle of the car and was struck by flying chairs.

In Coachee Ahead.

The rest of the injured passengers were in the two coaches ahead of the observation car and were flung in various directions.

Just a minute or two prior to the crash there were about fifteen passengers in the observation car, but they went into the parlor car ahead and probably escaped more serious injury. Victor Anderson, whose skull was fractured, suffered this injury when he was thrown heavily against the arm of a chair.

Fire Chief Lemieux, who was returning from, Quebec, was in the smoking compartment of one of the first class coaches and as the train was nearing the station got up to leave. He doesn't know what happened except that he was knocked unconscious.

G. T. Burgess, trainman on the Canadian National train, was injured. His shoulder was severely hurt and an X-ray is being taken to ascertain the exact nature of the injury. According to Dr. MacKinnon, the injury is a very painful one.

Official Investigation.

An official investigation of the crash was instituted last night and a report will be issued some time today.

Both trains left for Vancouver last night after the damaged coaches had been replaced and another engine put on the Canadian National train. The C.P.R. left here at 10.40 o'clock and the C.N.R. at 11.05 o'clock, The Canadian Pacific train was in charge of Conductor J. A. Gamble, Ottawa, with Engineer Frank Towsley, Ottawa. The Canadian National conductor was George Byers, Ottawa, with Engineer H. H. Legate.

Chief Knocked Out.

Fire Chief J. E. Lemieux of Ottawa, who was returning from the funeral of the late Fire Chief Donnelly of Quebec, told The Citizen that he was completely knocked out from the force of the collision.

"I was in the smoking compartment of one of the first class coaches about two cars from the rear of the CPR. train. As the train was nearing the station, I got up to leave the compartment when the shock came. After that, I don't know what happened, but when I came to my senses I found myself on the floor at the rear end of the corridor leading to the main part of the car. I had been knocked backwards the whole length of the corridor. I must have hit my head against one of the partitions, for my forehead was bruised and the skin was cut. Fortunately my hurts are not serious and, except for the lump on my head and a slightly sprained shoulder caused by my fall, I expect to be all right in the morning. I feel good and sore at present though.

"When we got into the station I was treated by the doctor who examined my shoulder and applied iodine to the cut on my head. Among the others in the waiting room to which I was taken. I noticed two young ladies, one of whom had evidently had her teeth loosened, but no one appeared seriously hurt.

Struck by Chairs.

A. E. Corrigan, 301 Laurier avenue east, when interviewed by The Citizen last night stated that, he was returning to Ottawa on the CPR train from Montreal. "I was sitting in the observation car about two chairs from the front of the car when the accident occurred," said Mr. Corrigan. "I was talking to Mr. Hogarth and was in the act of putting on my overshoes. All the other passengers in the car, numbering about fourteen or fifteen, had left the observation car when the train was about a mile out from Ottawa to get their overcoats, etc in preparation to getting off at the station.

"I would have been out of the car too, if it had not been for the kindness of the conductor in bringing me my coat and overshoes. He left them with me and returned to other parts of the train. I was sitting in the chair fastening my overshoe when the crash came. It was a lucky thing for me that I was not at the rear of the observation car, for if I had been I think I would have been killed outright, although I thought I was gone anyway. It all happened so suddenly that it was over in a minute.

"The force of the crash did not knock me off my chair, but I found myself with two chairs on top of me. I saw the engine coming through the rear of the coach, but the thing happened so suddenly that I was buried beneath the chairs before I knew what it was all about. The steam from the engine was so thick in the car that I could see nothing. Thinking that the car would take fire anytime I hurriedly threw the chairs off and made my way towards the front of the train. For an instant I thought I was gone, but I consider that I escaped very fortunately.

"The observation car was detached from the train following the crash and the rest of the train moved into the station. There I was brought into the station waiting room and Dr. MacKinnon looked at my injuries. I was then put into a taxi and taken to my home."

Mr. Corrigan is suffering from three possibly fractured ribs, injuries to his foot, shoulder and the side of his head. He is being attended by Dr. G. E. Grondin, the family physician. When seen by The Citizen Mr. Corrigan was sitting in the living room of his home after being examined by his doctor.

Hilton C. Hogarth, 124 Fourth avenue, who together with Mr. Corrigan, were the only occupants of the observation car at the time, said he was standing in the doorway of the smoking compartment having got up to get his coat. He had stopped to speak to Mr. Corrigan, who was sitting in a chair putting on his rubbers when he noticed through the rear windows of the car an approaching engine.

I thought it was getting pretty close," said Mr. Hogarth, "but I did not have any thought of a collision. looked away for a second or two when suddenly the crash came and found myself face downwards on the floor of the car with the chairs on top of me. As I did not feel particularly hurt I soon picked myself up and found I had been thrown up the aisle of the car. There were no passengers sitting at the rear. If there had been they would have been killed. There was, however, a trainman on the steps but what happened to him I don't know. I have no injuries but am suffering slightly from shock.

"The damaged car was uncoupled and we came into the Union Station with the train."

Thrown Over Seats.

Still wondering what happened to him, Police Constable Thomas Emerson of the city force is at his home nursing a painfully injured hip and a bump on his head, results of the collision. He said that he was on the C.P.R. train in a coach next a sleeper and noticing that the train was about to pull into the station stood up and was putting on his coat and hat. "There was a crash and I must have been thrown over the seats to the end of the car," he said. Constable Emerson was stunned and could not recall what happened but thought that he must have struck his hip possibly against a door. Dr. F. W. MacKinnon later visited him at his home but Emerson made light of his injuries.

While officials stated that the cause of the accident was not known and would not be ascertained at least until an official inquiry is held it is understood that the C.P.R. train was hidden from the view of the engineer piloting the C.N.R. by a cloud of steam which extended about a hundred yards behind the rear of this train. The large locomotive, in the crash, tore its way into the end of the observation car as far as the rear truck, ripping the steel body open as if it was constructed of cardboard. The car was then raised up off the truck onto the front of the locomotive. None of the passenger coaches on the C.N.R. train were derailed and were hauled into the station by another locomotive.

In the darkness there were few beyond the passengers and railway employes who were aware of the crash. No large crowd gathered around the scene of the wreck. As the accident occurred about opposite the end of Cooper street where there are several tracks leading from the station to where the lines branch off at Echo drive, no railway tieup resulted.

02/05/1933

Ottawa Citizen

Alexandria

Ottawa Union

Royal Scot attracts many to Union depot.

Famous British train arrives in Ottawa on start of tour in Canada and the United States.

The pride of British railroad engineers and world-famous for its record performances, the Royal Scot train arrived in Ottawa at 10.15 o'clock this morning and is on display at Union station until 9 o'clock tonight. The crack British train is en route to Chicago, having arrived here today from Montreal. It also will visit Toronto and Hamilton.

The Royal Scot left Westmount station at 7.05 a.m. Between mileage 81 and 82, close to Westmount, William Gilbertson, the driver, opened up the throttle of the speedy train and attained a speed of 72.5 miles per hour.

The train stopped at several stations en route between Montreal and Ottawa so that residents of these places might have an opportunity of seeing it. While it was stopped at Vaudreuil, a Pointe Claire school teacher who was inspecting it, was struck by a C.N.R. train and was killed.

Hundreds of people inspected the train in Ottawa during this morning and early afternoon. Large crowds were on hand at all six stations at which the train stopped between Montreal and Ottawa. A mass of enthusiastic humanity, which even exceeded the hopeful expectations of the officials of the C.P.R. and London Midland and Scottish Railway, of which the train is a flier de luxe between London and Edinburgh, went through the cars of the train to see a typical example of the way in which Englishmen travel.

Ornate decorations.

The contrast in size and color with the typical Canadian train was obvious at the station at Ottawa. Both the engine and the decorations of the coaches are much more ornate than on the Canadian trains. The red and gold of the Royal Scot showed up vividly against the deep black of the Canadian trains in the Union station yards.

A C.P.R. pilot who knew the road between Montreal and Ottawa was on hand to guide the British train crew. A number of C.P.R. and L.M.S. officials also accompanied the train on its journey from Montreal.

Among the visitors to Union station to see a breath of railway England was His Excellency the Governor general who greeted members of the train crew and inspected the train. He was attended by Capt. C.G.B. Tryon, A.D.C.

The Royal Scot will leave for Toronto tonight at 9 o'clock daylight saving time.

The C.P.R. officials who travelled with the train from Montreal to Ottawa were H.W. Broadie, overseas passenger manager and J.K. Savage, general superintendent.

The Governor General, the Prime Minister and cabinet were received by John A. McGill general passenger agent of the C.P.R. Ottawa at the station. Both the vice-regal party and Premier Bennett and his ministers evinced a keen interest in The Royal Scot.

The conductor of the train was W.A. Riddle, of the C.P.R. Ottawa and the pilot was W.J. Creighton, also of Ottawa.

Other C.P.R. officials who travelled on the train between Montreal and Ottawa were CA. Wheeler, master mechanic, Montreal; A. Piers, assistant superintendent of motive power, Montreal; H.B. Bowen, chief of the motor car and power department, Montreal and family; H. Smith, divisional master mechanic, Smiths Falls; R.V. Carleton, divisional master mechanic, Montreal, O.G. Teipert, district electrician, Montreal; J.W. Hughes, electrical engineer of Eastern lines, Montreal; R.Thomas chief airbrake inspector; W.H. Bevins, Westinghouse air-brake representative; M.Hay, locomotive foreman, Smiths Falls; W.H. Tully assistant superintendent, Smiths Falls; W. Garland, assistant superintendent, Ottawa.

Upholding a tradition

"The train with a tradition" is the slogan applied to The Royal Scot. For over 70 years a train has left Euston station, London, for Scotland at the present departure time of 10 a.m., although not always under her present name. She celebrated her 70th birthday as the "ten o'clock" on June 1, 1932. The north-bound and the south-bound Royal Scot have covered between them 17,000,000. (miles)

Railroads were very young when the first service between England and Scotland was started. The union of the two countries by rail was one of the early objects of railroad engineers. The first train to make a through journey from London to Glasgow left Euston station at 10 a.m. on February 15, 1848. the overall speed made by the train which is now The Royal Scot was 32.9 miles per hour. She now makes the trip of 400 miles in overall speed of 52.4 miles per hour. The time for the journey has been cut down from 12 hours and ten minutes in 1848 to seven hours and 40 minutes in 1932,

One feature which attracts the attention of travelers from Canada and the United states when comparing British trains with their own is that, although the rail gauge is the same, there is a noticeable difference in height and width, while the locomotives of the North American continent are considerably larger than those employed in Britain.

- - much more Reason for Small Engines etc.

<http://news.google.ca/newspapers?id=HukuAAAIBAJ&sjid=vdsFAAAAIBAJ&pg=5248,4862084&dq=royal-scot&hl=en>

Admits he robbed railway stations

B.B. Harris, special investigator for the C.N.R. announced this morning that a series of railway station break-ins in the Ottawa district had been solved by the confession of Redmond Cote, 25 years of age, of no fixed age, but who said his home was in Ottawa. Cote was wounded in the leg by a revolver shot by C.N.R. police at Valleyfield, Que., last week as he was allegedly attempting to break in the New York Central Railway freight sheds there. He is at present in the Valleyfield hospital and will be committed for trial as soon as he is well enough to appear in Valleyfield court. Mr. Harris stated that Cote admitted breaking into Hawkesbury, Vankleek Hill and St. Polycarp stations. In each case safes were broken open and varying amounts of money stolen. Cote has previous convictions in Ottawa.

07/09/1937 *Ottawa Journal**Alexandria**Moose Creek*

Cars Derailed At Moose Creek

Line Blocked About Ten Hours - East of Ottawa.

Five freight cars were derailed and piled up, blocking the right-of-way, but no one was hurt, in an accident on the Canadian National Railways line near Moose Creek at 1.30 o'clock, Standard Time, on Monday morning. Moose Creek is 38 miles east of Ottawa.

The line was blocked until nearly noon when the wreckage was removed. The mishap occurred to an extra westbound freight train from Montreal. A truck broke on a car loaded with coal and the car and several following it left the rails.

There were no westbound transcontinental trains after the mishap until long after the rails had been cleared, but several locals from Montreal to Ottawa were halted at the scene of the derailment and passengers transferred to trains on this side of the accident

13/09/1937 *Ottawa Citizen**Alexandria**Casselman*

Station at Casselman destroyed by fire.

Fire, which was discovered shortly afternoon on Sunday, completely destroyed the C.N.R. station and freight shed at Casselman, 31 miles east of Ottawa. The loss, according to railway officials, is confined to the frame building, 60 feet by 30 feet in size and erected about 30 years ago.

While the cause of the blaze is unknown, it is attributed to defective electric wiring. A passer-by noticed smoke issuing from the freight shed, which had been closed since Saturday, and raised the alarm by sounding the church bell. According to railway officials there were only a few pieces of freight and express in the building and they along with all the tickets and safe were saved.

Armed with a pumper the volunteer brigade attacked the blaze and while they were unable to save the building, prevented the flames from spreading. No delay in traffic on the Ottawa-Montreal line, which runs through Casselman, resulted from the fire.

11/01/1938 *Ottawa Citizen**Alexandria**Ottawa Union*

One of the best remembered stories to come from the type-writer of Doug MacKay, killed with nine others in yesterday's airliner crash at Bozeman, Mont., was his description of funeral services for a United States good will flyer in Ottawa.

In July 1927, Lieutenant Thadeus Johnson lost his life in landing as one of an escort to Col. Charles Lindbergh who flew to Ottawa as an expression of goodwill on Canada's 60th Dominion Day.

MacKay covered the funeral service for the Canadian Press. His story concluded with a description of the scene as the train bearing Lieut. Johnson's body pulled out.

"It was then that the Spirit of St. Louis appeared out of the heavy grey sky, moving in great circles over the train as it moved out along the banks of the Rideau canal which were lined with people. Three times Col. Lindbergh circled, with the army fliers not far behind, and on the third time he cut his engine and dived in silence to within a few feet of the train, casting as he did a great armful of peonies".

23/07/1938 *Ottawa Citizen**Alexandria**Ottawa, Laurier Avenue brid*

James A. Dean, 48-year-old Canadian National Railways engineer died early last evening in the ambulance while being rushed to the Civic Hospital a few minutes after he had been run over by a yard train in the yards beneath Laurier avenue bridge.

The accident occurred about 7.15 as the yard train was backing south of a siding. At the time the train, of which Dean was the engineer, was in charge of Fireman W.L. Thurlow, 64 Robert street. Dean had left the engine in charge of the fireman while he went to get something to eat. Although there were no known eyewitnesses to the tragedy, it is believed that Dean returned and started to get on board his engine just as it began to move out of the siding with six freight cars, and slipped as he climbed up the steps, falling between the engine and tender.

His horribly mangled body was found underneath the wheels of the first car behind the engine tender. An emergency call was at once put in for a physician and an ambulance. The ambulance from Hulse and Playfair, Ltd., sped to the scene and the unfortunate man was rushed to the hospital but was declared dead on arrival there.

An Inquest was opened this morning at the Civic Hospital by Dr. Harry Dover, coroner, and adjourned until Wednesday at 8.15 p.m. at the police station. Speaking to The Citizen. R. A. McQuade, assistant superintendent, C.N.R., Ottawa division, said that the fireman was running the engine at the time in order to permit the engineer to eat. He said that the accident occurred directly under the Laurier avenue bridge while the train and six cars were being backed out southwards. An investigation will be conducted by the railway officials he said.

Owing to the fact that no one saw the accident, as far as he knew, Mr. McQuade was unable to make any statement as to how Dean fell under the train.

33 Years With Railway.

The late James (Jimmie) Dean was born at Sebastopol, near Renfrew. 48 years ago, son of James Dean and the late Mrs. Dean and received his education there. When he was but 15 years old he entered the employ of the Canadian National Railways and during his 33 years with the railway rose from the position of call boy to engineer, a post he has held for the past 20 years.

23/07/1938 *Ottawa Citizen**Alexandria**Ottawa Union*

Engineer Boarding Locomotive Falls, Is Fatally Injured.

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<http://news.google.ca/newspapers?id=pfEuAAAIBAJ&sjid=1tsFAAAAIBAJ&pg=6982,753655&dq=railway+l+railroad+l+train+l+cnr+l+cpr&hl=en>

Rod-Rider Asleep on Engine Tender

Union station attendants have been extending service even to "dead-head" passengers on the railroad trains.

When the Toronto train arrived in Ottawa on Tuesday, Donat Bertrand, C.N.R. gate attendant, noticed a rod rider fast asleep on the tender of the engine. "Wake up! First call for breakfast," he shouted.

The member of the ancient order of the Amalgamated Sons of Rest sleepily rubbed his eyes stared at Bertrand for a moment and then climbed off the tender. brushing himself off, he started for Up Town Ottawa - probably in search of that breakfast Mr. Bertrand mentioned.

Scarcely a train pulls into Union station without a rod-rider these days. Station officials say it is useless to arrest them for the jails would be full.

06/01/1939 *Ottawa Citizen**Alexandria*

Hoist three slabs into position over Nicholas subway.

Largest lifting job ever recorded here requires use of two wrecking trains.

When concrete slabs were hoisted into place over the Nicholas street subway early this afternoon, it was the largest single lifting job ever recorded.

Eight reinforced concrete slabs are to be set in place. Three were placed this afternoon, three more will be placed tomorrow and the remaining two probably on Monday. Each slab weighs 127 tons, is 79 feet long and five feet wide.

The hoisting job is being done by two wrecking trains of the Canadian National Railways brought to Ottawa especially for this purpose. One train can lift 200 tons and the other 160 tons. When it is realized that the heaviest railway cars are about 50 or 60 tons, some idea of the magnitude of lifting the slabs can be obtained.

Of all Canadian material, the slabs were made at the C.N.R. roundhouse in Ottawa. Ross-Meagher Limited, Ottawa, contractors, had the contract for both the concrete slabs and the bridge construction work. Under its contracts the company was obliged to use local labor, labor relief if possible.

The entire work, costing in the neighborhood of \$110,000, is under the relief labor project for which a special fund was made available for the Board of Transport Commissioners.

Three tracks cross the bridge, two of the C.N.R. and one of the C.P.R. The slabs placed today were under the most western track. Slabs will be placed under the middle track tomorrow, the C.P.R. track to the east being last.

Conceived with Askwith

Work is being done by the C.N.R. and is in charge of Alex Hamilton of Toronto, foreman in charge of erection. Two officials of the construction division of Toronto came to Ottawa especially for the laying of the slabs, namely C.P. Disney, engineer of construction and R.A. Baldwin, bridge engineer.

The project was conceived by the corporation of Ottawa, under the supervision of F.C. Askwith, commissioner of works. When completed, the new subway will have a roadway clearance for traffic of 66 feet. Grading and other work for the streets approaching the subway were done by the city.

The C.N.R. is the only company in the world building bridges of this type but it is said to be the bridge of the future. It is composed of concrete abutments with the reinforced concrete slabs on top.

04/05/1939 *Ottawa Citizen**Alexandria**Ottawa Union*

Close station on May 20 between 3.30 and 6, E.S.T.

For the departure of Their Majesties on May 20, the Union Station will be closed between 3.30 p.m. and 6 p.m. Eastern Standard Time, Superintendent J.A. Rogers of the C.N.R. announced this morning.

The last train to arrive at 2.55 p.m. will be the C.N.R. train from Montreal. The last to leave will be the C.P.R. for Pembroke at 3.30 p.m.

Between 3.30 and 6 o'clock only officials of the railways and the official party accompanying Their Majesties will be permitted into the station and environs and the R.C.M.P. will maintain a guard.

Final arrangements for diverting(?) trains between 3.30 and 6 o'clock will be advertised by the railways.

11/02/1940 *Ottawa Citizen**Alexandria**Alexandria*

Uncoupled caboose struck truck after train had passed

Alexandria Nov. 1.

To be hit by a train because of a disregard for the danger signals is not uncommon fate, but to be hit by the caboose of a freight train after waiting until the train has passed and the wig-wag safety signal had stopped and the crossing was clear, is, from the point of view of two men who underwent this experience here this evening, an injustice.

At 8.15 tonight a truck owned by Shepherd Brothers of Alexandria and occupied by Paul Dorey, driver, and Eli David, merchant, was entering the town on Highway 34. The wig-wag signal at the railway crossing was operating; the truck stopped. A long freight passed and the signal ceased. Just as the front part of the truck was crossing the track it was struck by the caboose of the train which had become uncoupled and was travelling about 800 feet behind the rest of the train.

Neither man was hurt. When the railway crew, after stopping a short distance east of the town, backed up the train to retrieve the "wandering van" they found the caboose undamaged. The truck, however, was damaged considerably.

03/05/1941 *Ottawa Journal**Alexandria**Hurdman*

Engine Goes Off Track Toronto Train Late

Passengers on the Toronto-Ottawa pool scheduled to arrive in Ottawa at 7.10 standard time this morning were delayed when one of the wheels of the pony truck of the engine went off the track at Hurdman's just outside the city, resulting in a minor derailment. The wheel was one of the very small wheels at the front of the engine directly under the cow-catcher.

At the time, the train was travelling very slowly and the majority of passengers were not even aware of the mishap. Together with their baggage they were conveyed to the city by buses.

Auxiliary equipment was despatched from Union Station and is lifting the engine back on the tracks. Railway authorities said no damage resulted from the accident.

11/11/1942 *Ottawa Journal**Alexandria**Union Station*

Familiar to Ottawa citizens for many years, the newsstand in the concourse of the Union station disappeared on Tuesday when Canadian National Railway officials, in an effort to speed the entrance and exit of passengers, tore it down and began construction of a door in the wall against which it stood.

In recent months rail traffic has been so heavy that station attendants have had difficulty, in avoiding traffic jams between those entering from the trains and those outbound. The new doorway will afford an exit to the platform along the west side of the concourse and will simplify matters for ticket examiners.

The newsstand was established about 20 years ago, though it did not operate for some time during the depression years. After the outbreak of war, when rail business increased again, it was put into service again by the Canadian Railway News Service.

10/12/1942 *Ottawa Journal**Alexandria**Ottawa Union*

New gate at Station Will Relieve Crush

At Union station owing to increased traffic and congestion at the gateways to and from the tracks, it has been found necessary to provide an additional gateway on the west side of the concourse leading to tracks 1 and 2. Officials say that of late it has been almost impossible to regulate traffic through the present gateways, especially from evening trains. Construction of the new gateway is proceeding.

Install Loud Speakers at Union Station to Aid Passengers

The mechanical age made a new inroad into the life of the Capital this morning when the holiday bound travellers thronged Union Station to catch the early trains. The stentorian voice of the train caller, a feature of the station since trains were invented, was gone. Instead of the long drawn station-to-station chant of one of the employes, with his "all abo-o-o-o-ard", the throng heard their stations being blared forth from loudspeakers. The three speakers are being given a test in the Christmas rush to see whether they are more efficient than the voice of a single man who must strain his lungs to be heard above the clamour of the crowd. If they prove their worth, it is expected they will be a permanent installation.

29/06/1943 *Ottawa Journal**Alexandria**Limoges*

Normal Rail Traffic Resumed on Main Line to Montreal

After a night and a day of intense effort to repair Canadian Pacific and Canadian National railway lines in the Ottawa district, damaged by Sunday night's rain storm, officials of both systems told The Journal last night that normal flow of traffic had been resumed.

Filling in of the washout of the Canadian National Railways' main line to Montreal at Limoges, 23 miles east of Ottawa, which caused, a derailment of a freight train yesterday morning and resulted in a tie-up of the line, was completed last night at nine o'clock when the track was reopened.

The heavy rains yesterday caused fears as the C.N.R. train from Montreal, due in the city at 10.45 p.m., failed to arrive for nearly an hour. However, the delay was the result of a hold-up in leaving Montreal and not due to weather conditions.

31/12/1943 *Ottawa Journal**Alexandria*

Engineer T.C. Reasbeck, 54, of 128, Hawthorne avenue, was killed late last night when a steam pipe burst on the locomotive of an eastbound freight train en route from Ottawa to Montreal at a point between Greenfield and Alexandria, about 50 miles east of Ottawa.

Injured seriously in the mishap were Fireman M.S. Cybulski, 30, of Barrys Bay and Brakeman A. Valliere, 30, of Limoges, who were taken to the Ottawa Civic Hospital on arrival of the Trans-Continental train from Halifax to Vancouver.

The explosion did not cause derailment of the freight train, but delayed the Trans-Continental about two hours and 20 minutes on reaching the Capital.

Injuries to Fireman Cybulski and Brakeman Valliere consisted of burns and severe scalds, and early this morning the hospital reported their condition quite serious.

Cause of the explosion is under investigation, according to a statement issued by Superintendent Paul Fox of the Ottawa C.N.R. division.

It was learned that Engineer Reasbeck died of a fractured skull suffered when he was hurled out of the engine cab following the explosion. Fireman Cybulski jumped and Brakeman Valliere remained in the cab and was the least injured. The brakeman suffered scalds to the hands, face and ankles while the fireman was also badly scalded on the face, hands and ankles and, in addition, suffered a deep scalp wound.

The freight train had travelled its entire length past the point where Engineer Reasbeck was found lying beside the track. It took a searching party some time to find the unconscious man.

Dr. D.J. Dolan of Alexandria, where the injured were taken first, treated them until they were put aboard the Trans-Continental for Ottawa. The injured were met by the ambulance of George H. Rogers Ltd., which took them to the Civic Hospital.

Superintendent Fox stated there had been no boiler explosion. If there had been the roadbed of the track would have been torn up.

On arrival of the injured men in Ottawa, Dr. R. Lorne Gardner, C.N.R. physician took charge. An inquest will be held, but Dr. Dolan said he would have to communicate with the Crown Attorney Harkness in Cornwall to learn who would officiate at it.

The Trans-Continental train which was delayed two hours and 20 minutes should have arrived at 10.45 p.m.

31/12/1943 *Cornwall Freeholder**Alexandria*

STEAM KILLS RAIL ENGINEER AT ALEXANDRIA

(Ottawa) Two railroaders, A. Valliere, 30, of Limoges, Que., and M.S. Cybulski, 30, of Barry's Bay, Ont., were in hospital here today in "quite serious condition" following the burst of a steam pipe in a Canadian National Railways freight engine near Alexandria, Ont. which fatally injured T.C. Reasbeck, 54, of Ottawa, the engineer.

Cybulski, fireman, and Valliere, brakeman, suffered scalds to the hands, face and ankles when the pipe exploded and Cybulski also suffered a deep scalp wound. Live steam shot into the cab of the locomotive as the train was pulling 55 cars up a grade near Alexandria, about 55 miles east of Ottawa. Reasbeck was thrown through the cab window by the explosion.

Jumped From Cab

Cybulski is believed to have jumped from the engine cab. The train, which continued to roll forward after the explosion, finally was stopped about three quarters of a mile east of the point where Reasbeck was found.

Conductor Ross Conley of Ottawa and other crewmen put out flares to stop the fast C.N.R. Transcontinental No. 1 train from Montreal which was following the freight. The Transcontinental was halted at Alexandria however and later pushed the freight into Greenfield, Ont. and took the injured men aboard.

Two Alexandria doctors, E.J. Dolan and D. Primeau, boarded the Transcontinental train here and went to the scene where they were assisted in treating the injured by Miss Edna Hill of Apple Hill, Ont., a trained nurse.

06/01/1944 *Ottawa Journal**Alexandria*

The funeral of Thomas Cuddy Reasbeck, a well known Ottawa locomotive engineer, who died of injuries as a result of an accident on December 30, took place at 1.30 p.m. in Vankleek Hill. Services were held at St. John's Anglican Church, conducted by Rev. Mr. De Catanzaro. Mr. Reasbeck was a prominent member of Dalhousie Lodge, A.F. and A.M. and a Masonic service was held on Sunday evening at Vankleek Hill by St. John's Lodge, A.F. and A.M.

The high esteem in which Mr. Reasbeck was held was shown in the many floral tributes, including a cross from Dalhousie Lodge and a basket from the Brotherhood of Locomotive Firemen and Enginemen. The pallbearers were Messrs. M.T. Ashe, W.H. Taylor, E. Calcutt, W. Vogan, K. McDonald and D. McRae. Mr. Reasbeck, 56 years of age, was the son of the late W. Reasbeck and Christina Lunan. He was born at Plantagenet, and entered the service of the former Grand Trunk Railway in May 1913.

The chief mourners were his widow, seven brothers, Daniel of Escanaba, Mich.; Charles of Hull; William of Timmins; James of Espanola; Kenneth of Noranda; Robert of Toronto; Edward of Hudson Heights, and one sister, Mrs. T.A. Standing of Ottawa.

10/01/1944 *Ottawa Journal**Alexandria**Laurier Avenue bridge*

The Laurier avenue bridge, closed since the weekend of August 7, was reopened to traffic at 8 o'clock this morning. The eastern approach of the span has been reconstructed, the floor slabs have been replaced and the steel pillars encased in cement. Cost of the repairs, borne by the C.N.R. was reported to be \$60,000.

22/12/1944 *Ottawa Citizen**Alexandria**Casselman*

No one hurt in C.N.R. collision near Casselman.

The caboose and two cars of a C.N.R. freight train were destroyed by fire about 2.18 p.m. yesterday after a second freight train had crashed into them. The accident occurred on a bridge located about a quarter of a mile west of Casselman, Ont. No one was injured in the collision. Casselman is located about 31 miles southwest of Ottawa. Traffic on the main C.N.R. line was disrupted due to the accident.

According to witnesses, the one freight train had stopped near the bridge. The second freight plowed into the rear three cars of it, badly wrecking them and setting them on fire. The engine of the second freight was said to be slightly damaged. Both trains were east bound.

None derailed.

None of the cars on either train was derailed. C.N.R. officials last night could give no immediate cause for the accident. They stated an immediate investigation would be made. Late last night men were still working to clear the main line. It was stated normal traffic would be resumed about midnight.

22/12/1944 *Glengarry News* *Alexandria* *Casselman*

Reported rear end collision on South Nation River Bridge at Casselman.

18/10/1945 *Ottawa Citizen* *Alexandria* *Ottawa Union*

--the railway threw open their yards to the Legion reception committee for the serving of refreshments and hot coffee to repatriated liberated British prisoners-of-war homeward bound from Japanese prison camps.

As a result more than 800 prisoners-of-war were greeted by the mayor Stanley Lewis and the Legion and Legionettes. The welcome was well received as two 15-car trains arrived at Union station yards, one at 12.25 and the at 1.15 at noon.

Troops cheer Mayor.

At the arrival of the first train the Mayor speaking from a railway cabooses greeted the repatriates in the name of the city and Legion--

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12/04/1946 *Ottawa Journal* *Alexandria* *Vars*

Vars. Governor's Train Breaks Down

Speedy work by a railway repair crew was responsible for the arrival of the Governor General in Ottawa on schedule this morning, in spite of a series of minor breakdowns.

"I think an all-time record for repairing a broken draw-bar was set", commented one man who travelled on the Vice-Regal train.

The train was held up first by a breakdown of a Montreal-bound train at Vars, about 18 miles east of Ottawa. To save time, the engine from the Governor General's train was put to work, putting the other train in on a siding. Then it proceeded to bring the Vice-Regal party to Ottawa.

Bad luck was still with the train, however. A draw-bar coupling broke. While all-Ottawa waited, and with the welcoming ceremonies scheduled to start shortly, a master mechanic and his crew made repairs in nine minutes flat.

The engineer then brought the train into Ottawa. "And, believe me, we were going pretty fast", said the passenger.

Earlier, hatless and wearing tweeds, Viscount Alexander took a brisk morning walk in the bright sunshine at Vars station and chatted with a group of villagers.

22/08/1946 *Ottawa Citizen* *Alexandria* *Ottawa Union*

War Bride Travels on Train Driven by Father-in-Law.

Edward K. Schlieske, of 574 Chapel street, has hauled a lot of passengers behind his big Canadian National Railways engine during his years with that company but Tuesday night when he rolled his passenger train into Union Station he little realized what a precious cargo he had aboard one of the sleek cars strung out behind his engine.

Me. Schlieske took off his gloves, stepped out of the cab and strode into the concourse. Just inside the gates a group of relatives and friends were greeting war brides and children who had arrived on the CNR train the engineer had brought in. Station Master Oswald P. George stepped up to him and remarked

"You brought in your daughter-in-law on this run, eh?"

"No," replied Mr. Schlieske, "she came in on Number 1."

"Oh no she didn't, she came in on your train," said another voice at his elbow. "meet my wife. Dad!" chuckled his son.

"Well, I'll be darned!" laughed the engineer.

02/05/1947 *Ottawa Journal* *Alexandria* *Vars*

Parmalee bank swindler.

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Parmalee's dream of retiring to a "little home" in the Maritimes to a life of secluded ease with the \$17,400 was nipped by Ottawa police who arrested him while he waited in the railway station at Vars, 35 miles south east of here, while waiting for the Montreal-bound train yesterday afternoon. Police were led ther by Lionel Trottier, an Ottawa taxi driver who recalled taking the "Parson" there.

21/06/1947 *Ottawa Citizen* *Alexandria* *Alexandria*

Train kills district man.

Drives into the Path of Congress Special

Alexandria June 21. Charles Massia, Alexandria district farmer was instantly killed about 11 o'clock here this morning when the car in which he was driving was struck by an Ottawa-bound special CN train.

The train, carrying pilgrims to the Marian Congress, dragged the automobile for three-quarters of a mile before coming to a halt. There were no other occupants in the car.

The fatality occurred at the Alexandria crossing which is protected by a warning bell and wig-wag system. The warning apparatus was in operation this morning.

27/01/1948 *Ottawa Citizen* *Alexandria*

The CNR last night issued a statement concerning the event which delayed the Montreal -Ottawa train last Monday night, first reported in Wednesday's Evening Citizen. The official explanation differs slightly from the newspaper.

According to the railway, a 4 1/2 hour delay was caused when a broken equalizer n the rear truck on the third car from the engine derailed that truck as is passed over a switch. The truck and the two on the fourth car then went into a side track. The train at that time was travelling at only 30 mph.

The engineer brought the train to a halt almost immediately. Slight damage was caused to the roadbed by the dragging truck, but no cars overturned, no ties were torn up and no one was injured.

21/09/1948 *Ottawa Journal* *Alexandria* *Carlsbad Springs*

Ottawa-Montreal Train 3 Hours Late In Derailment

One coach of a Canadian National Railways passenger train from Ottawa to Montreal partially left the rails at Carlsbad Springs, eight miles from Ottawa, at 9 a.m., railway officials reported here today.

The train was not damaged by the derailment and there were no injuries to either passengers or crew members, an official said. The train was the CNR's No. 48, which left Ottawa at 8.45 a.m., EDT. It was due at Montreal at 12 noon, EDT.

The train was travelling slowly when one pair of wheels on the coach slipped off the track. The train was brought to a stop without without other cars leaving the rails and before the one coach became entirely derailed.

The partially derailed coach was removed from the train, which was re-connected and resumed the run to Montreal. The coach was switched on to a siding.

Railway officials said the train would arrive in Montreal about three hours late as a result of the accident.

15/11/1948 *Ottawa Journal* *Alexandria* *St. Polycarpe*

Freight Train Derailed Near Coteau Junction

MONTREAL, Nov. 15 (CP) Eighteen freight cars were derailed on the Canadian National Railway line between Coteau, Que., and St. Polycarpe, today. St. Polycarpe is 45 miles west of Montreal. CNR officials said no one was injured.

Cause of the derailment was unknown.

The 18 cars were part of a 44-car freight train travelling from Montreal to Ottawa. The engine remained on the track, as did the other cars.

The accident occurred at 1.25 a.m. All trains that usually travel on the track will be rerouted via de Beaujeu and Dorval until the track is cleared, which is expected to be midnight tonight.

Rule Death Accidental.

Casselman. A verdict of accidental death was returned last night by a coroner's jury into a level crossing accident which claimed the lives of Onesime Patenaude, 76, and Edmond Tessier, 41, both of Lemieux, Ont., on June 21.

Mr. patenaude was killed instantly when the light panel truck in which he was riding was struck by a passenger train on a crossing about 200 feet from the Casselman station. Mr. Tessier died en route to an Ottawa hospital.

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Three young men and a girl narrowly escaped death shortly after midnight, when the three ton truck in which they were riding struck to sid of a Montreal-bound freight train on the River road at hurdman's Bridge and was hurled twenty-five feet into a gully.

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Pieces of the truck were strwen along the track for more than 100 yards. The train continued on its way, the engineer being evidently unaware that the train had been struck.

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Only two on board

First passenger traina arrives

Employees of both railroads ere all on the job on time this morning

At the Chateau Laurier, however, it wil take a day before new guests can be accommodated and the cafeteria won't be open until Frday. By Saturday management expects everything will be back to normal, with grill and main dining rooms open and full services available for guests.

On the first passenger train to arrive in Ottawa after the strike was CPR 563 from Prescott, which carried two passengers from Smiths Falls.

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Description of a ride in the cab between Ottawa and Montreal on 6227.

<http://news.google.ca/newspapers?id=TwMxAAAAlBAJ&sjid=q98FAAAAAlBAJ&pg=5662,258751&dq=post+train+engine&hl=en>

Three Men Held Following Limoges Station Break-In

Ontario Provincial Police apprehended three men yesterday in connection with an afternoon break-in of the CNR station at Limoges, Ont. Less than \$25 was reported stolen.

The men, held in jail at L'Orignal, Ont., will appear in court at Rockland on Friday. They are Jean Godin, 22 and Yvon Larose, 19 of no fixed address, and Robert Latour, 17, of Chicoutimi.

Albert Bessette, station agent, noticed the money was missing on his return from lunch and reported it to the police. Constables Bernard Poinicky, of the OPP and John Buchanan, Russell county constable, noticed three men running across a field and caught two of them. The third was arrested last evening by Constable Al Basker, OPP.

Station Master O.P. George retiring after long service

One of Ottawa's best known residents is stepping out of service with the Canadian National Railways this evening after an all-around railway career. He is Oswald Patrick George, station master at the Union Station.

Literally millions of people have arrived at and left Union Station in the 21 years that Mr. George has been station master. He has greeted all the Very Important People who have travelled to Ottawa including Sir Winston Churchill, Sir Anthony Eden, President Trueman and President Roosevelt.

Born in Eganville 65 years ago, Oswald George has been head brakeman, passenger trainman, fireman and roadmaster. He has put in nearly 50 years with the CNR and its predecessor, the old Grand Trunk Railway.

As a brakeman with the old GTR he went as far east as St. Albans, Vermont, as far south as Rouses Point and as far north and west as Depot Harbor. He worked his way up the ladder to become yardmaster at Coteau when the depression came along in the thirties. He worked as conductor on a freight and at times as a trainman. When the depression ended he was named station master at Ottawa.

Married to the former Miss Pearl Stewart, a member of a well known North Bay family, Mr. George is proud of his eight children, Lois, who is Mrs. Grimes Raby of Ottawa; Stewart, working in Toronto; Jack, employed in Hamilton; Shirley (Mrs. Bud Kane), Temiskaming; Dr. Alexander George, a McGill Graduate practising in Toronto; Arthur, in Ottawa with the express company; Muriel (Mrs. Gerald Rooney) of Renfrew, and James as an accountant in Kingston.

A big derailment at Maxville July 18th, 1955, a couple of pictures of that from the Citizen including 4-8-4 6304 passing the derailment.

Engine and boxcars tossed like toys. (with aerial photo)

This was the scene from above near Maxville after a CNR freight train smashed through an open switch. Twenty-nine of the 32 cars wpre derailed and tossed like toys atop each other in a scene of awesome damage. Miraculously, no members of the crew were injured in the spectacular wreck. The 250-ton locomotive rammed through 125 feet of earth smashing through a coal shed before it came to a shuddering stop at a grotesque angle, half-buried, as shown here. Adding to the damage were casualties among livestock in cars on a nearby spur line. The hurtling freight smashed them to bits.

24 cars demolished in wreck at Maxville

Two dozen freight cars were reduced to a splintered mass of waste wood and twisted metal but the five-man crew escaped unhurt, when an Ottawa bound CNR freight train thundered through an open switch at the station and turned over here late last night. Only victims were some Livestock in cars on a nearby siding. Locomotive tilted

Only three of the 32 cars remained on the track in the resulting wreck five more cars at the rear of the train remained upright but off the rails, the remaining 24 Freight cars being demolished.

The 250 ton Northern type locomotive (no 6101) plowed through 150 feet of earth, smashed through a coal shed before it came to rest tilted at a 45 degree angle, half buried in the soil.

CNR officials said this morning a passing track had been put in operation at the scene and rail traffic would not be held up. The main line is expected to be cleared by tonight.

"A bombing by an enemy could not have caused any greater destruction. I don't understand how we escaped alive", Simon Gilbert McElroy of 108 Concord Avenue, an RCAF veteran, told the citizen, as he inspected the wreckage.

It was a bizarre scene. That any one person, let alone five escaped, was unbelievable.

Huge box cars, 20 of them heavily loaded had been tossed about like paper toys in a whirlwind. They were heaped on top of each other five and six high like ragged piles of splintered firewood.

Freight cars wrecked

Three loaded livestock cars on a nearby spur line were smashed to bits by the hurling cars and flying debris. Many of the valuable cattle were injured and will have to be destroyed. 42 hogs were crushed to death in a standing car that had been loaded only one hour earlier.

Heavy steel rails, 30 feet in length, lay twisted on the ground like so many pretzels.

Telephone and telegraph poles were uprooted by the impact of hurtling boxcars, dragging webs of wire with them.

Splintered wood and metal box car parts were strewn for more than 150 feet from the wreck, and freight car carriages were resting helter skelter about the station.

Telephone service from Maxville to Ottawa was cut off and only essential phone calls accepted. They were rerouted over a single line by Winchester.

Despite his own danger veteran engineer Thomas Bradley of 31 Main Street, took time to cut off the live steam that might have endangered fireman McElroy and brakeman Charles Bud Leslie of 105 Rosemont Avenue, who were in the cab with him.

\$250,000 damage

The train was in charge of conductor Frank Norton of 57 Harold place. The fifth member of the crew was brakeman Joseph Lynch of 448 Pleasant Park Road.

The wreck happened at 11:35 p.m. when the train, Advance 401, was 4 hours out of Montreal. It was due in Ottawa an hour later.

Damage was placed at \$250,000.

At the time of the wreck the train was traveling at an estimated 50 miles an hour as it passed through Maxville station.

"I was just looking ahead on the tracks, and when about 90 feet from the switch I saw something was wrong. By that time it was too late. It would have taken at least a half-mile to pull the train to a stop." Mr. Bradley told the citizen reporter who drove him back to Ottawa several hours after the smash up.

Thrown across cab

"Anyway I did try to bring it to a stop, but there was just no track left. The engine tilted at a crazy angle throwing me clean across the cab. Seconds later it was plowing into the ground, the wheels still going.

"I closed down the throttle, and shut off the valves. Then we all got out. When I climbed out of my window and saw what did happen I could hardly credit it. I have spent 32 years in the business and this one beats all," he said.

Simon McElroy has had many mishaps in his lifetime but they all paled compared with this narrow escape of last night.

"I was a gunner in the RCAF and was in three crash landings and had to bail out once. About a year ago I was badly hurt in an auto smash near Renfrew, but how I got out of this one alive I'll never know.

"About a thousand wild thoughts came into my head when the engine rolled over. Not one of them was promising, believe me," the brakeman stated. A third member in the cab Bud Leslie, shared the same thoughts as the other trainmen. "It all happened too fast to be scared, but I was shaking enough when I got out and looked around. Life can seem good at a time like this," he told *The Citizen*.

Launching investigation

G.T. Dunn, CNR superintendent the Ottawa district arrived at the scene of the wreck to inspect the damage early this morning.

He reported that an investigation will be launched immediately.

As he surveyed the wreckage Mr. Dunn expressed his deep gratitude that all members of the crew escaped unscathed. "It is hard to believe when you see the damage," he admitted. The superintendent lauded the cool action of the engineer during the crisis. "He acted wisely and bravely. That might have been even more serious consequences if he had not followed the line of action that he did in shutting off the steam," he said.

The wreckage blocked off the main CNR Ottawa-Montreal line temporary.

Wrecking crews for rushed to the scene from Ottawa, Alexandria and Montreal, and were at work less than 2 hours after the smash.

Maxville wreck

Five Ottawa men Escape, 27 cars, engine pile up

Maxfield July 19 - 27 Freight cars and a 200-ton locomotive were piled up in twisted wreckage in the Maxville rail yard when the Montreal-Ottawa freight was derailed at 11:35 p.m. Monday.

An investigation is underway to determine the cause which is believed to have been an open switch.

Five Escape.

In what railway men called "a miracle", five Ottawa crewman crawled unhurt from the derailed train.

The express left rails, skidded 100 yards beside the tracks at a crazy angle with the engine plowing a six-foot ditch in the railyard cinders.

It then smashed into a coal and feed storage shed besides the tracks and demolished half of the steel-sheathed frame building.

Station agent Myron Marshall who had stepped outside his station as the train went by was rained with flying debris. He stood uninjured.

Inside the engine cab engineer Thomas Bradley, 53, of Ottawa, remained to shut off the throttle and valves before he pulled himself through the window to safety.

Today the engineer's quick action was credited with saving a disastrous boiler explosion and greater damage.

As it was a conservative estimate of damage was \$250,000.

Other crew members were Gilbert McElroy, head brakeman, Charles (Bud) Leslie, conductor, Frank Norton, and rear end brakeman, Joseph B. Lynch, all of Ottawa

The train was the advance 401 which left Montreal at 7:30 last night. It was to arrive in Ottawa at 12:35 am.

The freight had no stop to make at Maxville and it headed through the town out of the night at 11:35.

The main CNR Ottawa - Montreal line was expected to be cleared tonight. A passing track remained in operation and no passenger train rerouting was necessary.

Workman today were unscrambling the jack-knifed coal cars and steel box cars strewn over the rail yard.

Three wooden stock cars which held calves and hogs loaded at Maxfield's only half an hour before the wreck were also smashed. 40 hogs owned by O.V.

Villeneuve, of Maxville were killed.

G.T. Dunn, Ottawa division superintendent for the CNR, came to the scene of the wreckage early this morning.

Maxville Station Yards Still Being Cleared Of Wreckage

Five Crew Members On Through-Freight Miraculously Escaped Injury As Speeding Train Went Through Switch Monday Night

The wreckage of Monday night's spectacular derailment at Maxville, when 27 freight cars and a 200-ton locomotive plunged off the CNR main line in front of the railway station, is being cleared away, but the destruction wrought by the hurtling train continues to draw hundreds of spectators to the scene.

Canadian National Railways officials have stated it was a miracle no one was killed when the engine left the rails at a switch just west of the station. The locomotive plowed a six-foot trench in the rail yard cinders, and telescoped steel and wooden boxcars behind it in a jumbled mass. The engineer, fireman and brakeman remained in the cab during the wild five-second ride after the train left the tracks, going about 50 miles an hour.

Engineer Thomas Bradley of Ottawa received only a scraped thumb remained in the cab after it stopped, to shut off his throttle and open valves. G. T. Dunn, Ottawa division superintendent, had high praise for Bradley, whose action probably prevented a boiler explosion that would certainly have been fatal for the men. Total damage was conservatively estimated at a quarter of a million dollars.

The only fatal casualties were some 25 pigs owned by Osie Villeneuve, Glengarry MPP and Maxville drover, who had finished loading them into a boxcar on a siding less than half an hour before. Railway officials are now probing the cause of the accident, and early indications point to an open main line switch as the cause of the derailment.

After jumping the tracks at the switch, the train roared into the coal and feed storage shed of Maxville Feed and Seed Company, owned by Reeve W. A. MacEwen. Half of the steel-sheathed frame building was demolished.

The engine came to rest with its pilot burrowed five feet in the ground. Behind it, shattered boxcars and twisted steel rails made a shambles of the main line. The derailment occurred at 11.35 p.m. and an hour later, enough of the wreckage had been cleared off to allow trains to pass on a siding. The main line was still not open today.

The wrecked train, advance 401 out of Montreal at 7.30 p.m., was in charge of conductor Frank Norton of Ottawa, with Joseph B. Lynch of Ottawa as rear-end brakeman. It consisted of 32 cars of mixed freight. Both the conductor and brakeman Lynch were at the rear of the train and escaped injury.

Several cars following the engine off the rails plowed into three stock cars on a siding containing cows, calves and pigs. The car holding 40 pigs was demolished and 25 of the pigs were killed.

The concrete station platform was deeply gouged by the wheels of the bouncing cars and lamp standards and Bell Canada long distance lines bordering the track were broken off. Station agent Myron Marshall who had just stepped outside was showered with debris but he was unhurt. Long distance communication between Ottawa and Montreal was disrupted but repair crews had lines back in working order by the next afternoon.

Several extra CNR wrecking crews and railway policemen were brought in within hours of the crash and the work of clearing the track began. It is expected the locomotive, which carried 11,600 gallons of water and 18 tons of coal in its tender, will be righted Friday.

17/11/1956 *Ottawa Citizen**Alexandria*

With a picture showing children in front of a passenger car.

Caption. He's in Town. More than 1,000 children poured off a special CNR train at a "mystery rendezvous" this morning to greet Santa Claus. Old St. Nick stepped out of his "North Pole" helicopter to be surrounded by the crowd of side-eyed youngsters. After a big hello to everyone, Santa rode back to Ottawa with the children.

An 18-coach CNR special train pulled out of Union Station at 8.30 this morning with over 1,000 children and adults on their way to a secret rendezvous with Santa Claus who arrived from the "North Pole" by helicopter.

The train was the "Freiman Special," sponsored by A. J. Freiman Ltd., to signal the official opening of Toyland in their Downtown and Westgate stores.

It represents the first time in Ottawa's history that special train has been chartered to transport children to a "mystery station" to meet Santa Claus and usher him back to Ottawa and represents weeks of intensive planning by Freiman's store and CNR officials.

Each coach was supervised by a railway employe to avoid possibility of injury to the passengers.

When the train arrived back at Union Station at 10.40 this morning one of the first to greet Santa was Mayor Charlotte Whitton who had prepared a special welcoming address for the guest of honor. Children not among the 1,000 or so fortunate enough to obtain tickets for the "Santa Special" trip were not denied a chance to see the bearded gentleman. Once he arrived at the station he was paraded up Little Sussex Street to Rideau then east on Rideau to the Rideau-Mosgrove entrance to the Freiman store

Also participating in the parade was the Governor-General's Foot Guards band, majorettes and comic book personalities.

Aboard the train the children were treated to cookies and other toothsome goodies ?? "Santa's Helpers" from Morrison-Lamothe bakery.

26/08/1957 *Ottawa Citizen**Alexandria**Ottawa Union*

Train of Today Drops In for a Wash ad Look-see by Railway officials

With picture - includes a Budd car

The Train of Tomorrow never really got here, but what looks like the Train of Today arrived at the Union Station Friday afternoon. It was an 85-foot steel and sky blue coach, low slung and light weight with either standard or streamlined train.

On hand to see the new Pioneer III were officials of the Canadian National Railways and the Board of Transport Commissioners. Those who made the test run on the silver and blue coach from Montreal included M.E. Doke, Toronto, CNR, general traffic manager, J. Van Hemert of Canadian Car Company, Montreal; and George H. Hoganson, MEIC, Chief of Transport Research, CNR.

Pulled by a normal radio (sic) diesel car, Pioneer III made a run to Ottawa for test purposes.

Visitors found that one walked down an incline into the body of the coach, discovered a brightly lit car, and noted a wide and deep baggage rack. Lightweight.

From a railway standpoint, the coach weighs only 52,000 pounds as against a standard 130 to 160 thousand pounds. It is only 40 percent of the weight of a standard car. The standard height coupler permits its use on any train. The coach meets the standards of the American Association of Railroads, with which the Board of Transport Commissioners in Canada concurs.

Among those on hand to greet the new car were C.D. Shepherd, Chief Commissioner of the Board of Transport Commissioners; R.N. MacDonald, Director of Operations, B of TC; Ray MacDougall, executive representative of the CNR; and Walter Smith executive representative.

Asked why the car was in Ottawa, Mr. Smith said: "We are just looking: we are still shopping around."

The Pioneer III remained just long enough to get its windows washed, and then it returned to Montreal.

26/11/1957 *Ottawa Citizen**Alexandria**Vars*

Letter to the Editor.

Through the medium of your newspaper I would like to take this opportunity in thanking A.J. Freiman Limited in making thousands of young children so happy with the recent trip to Vars, to witness the arrival by helicopter of Santa Claus.

It was so thrilling, for the parents of these children, to note the expression and the excitement in the eyes of our little ones, when Santa went through the aisles of the train and shook hands with as many children as possible, that one could not forget to thank the responsible parties for a job so well done and very little publicized.

Victor Boileau.

Greatly reduced traffic congestion in the Union Station will be realized Monday with the transfer of all CNR freight shed operations from Besserer street to Russell Road.

Immediate effect will be to clear Besserer of about half the trucking operations that now clog the whole station area.

Mail, express, and some private trucking will remain.

Removal of the staff, records rail operations of the 50-year old CNR office on Besserer to the new \$350,000 terminus on the Russell Road east of Alta Vista Drive will be completed in one day.

Built by the FDC as part of its master plan for the relocation of local railway facilities, the half mile terminus will the half mile terminus will mean faster local freight delivery and an easing of central Ottawa traffic congestion.

CNR has been loading and unloading 50 freight cars daily at Union Station. CNR officials in Toronto are studying an FDC proposal that the one- and-a-half acre of land occupied by the old Besserer street terminus be demolished and converted into a 160-car metered parking lot for Union Station patrons.

Station patrons. A further seven and a half acres may be available when firms now utilizing CNR rail services vacate the area between Besserer and the Laurier avenue bridge. This week-end an office staff of 50, headed by local freight agent J. E. McGuire is moving records and office equipment to the new quarters. CNR officials stress that business will not be interrupted Monday.

At 10 am Monday, Alan K. Hay, FDC general manager, will present keys for the new building to CNR representatives.

Pictures on page 5.

C.N. begins railways moving plan.

First phase of the far-reaching railway relocation program under the National Capital Plan has been completed. This phase, planned in 1947, launched in 1950, has been completed two years ahead of schedule.

At 10 a.m. Monday, Alan K. Hay, FDC general manager, will formally present to CNR officials the key for the new CNR local freight terminus on Russell Road at Alta Vista Drive.

Announcement of the above was made at a joint FDC-CNR press conference late yesterday afternoon.

Over the weekend, without interrupting its customer freight service, the CNR will move out of its 50-year-old local freight office and sheds on Besserer Street in the Union Station area. The CNR will be ready for freight business in its new location Monday morning.

The FDC has recommended to the CNR that the old Besserer Street freight facilities be demolished as soon as possible and 1.5 acres of land they now occupy be made available as metered parking space for Union Station patrons. Accommodation for parking 160 cars could be provided by such action immediately east of the Postal Terminal.

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delivery trucks from the traffic congested area around Union Station where the CNR has been loading and unloading 50 freight cars daily.

Cut Unloading Time

As well, the new terminus will provide much quicker handling of local freight. The time to spot cars on the team tracks at the old terminus for direct unloading to trucks will be reduced by several hours.

The Besserer Street terminus was built in 1909 by the old Canada Atlantic Railway, which was incorporated in the CNR in 1923. The old freight sheds were built in 1919, following destruction by fire of the original sheds in that year. By 1953, CNR through freight trains were by-passing the urban area to the south on a new rail belt. In 1955, the CNR transferred its freight marshalling operations from the old Bank Street yards to the new Walkley Road yards on the Capital's southern fringe.

The right-of-way of the old CNR crosstown tracks was then made available for a start last fall on the construction of the Queensway, a \$31,000,000 east-west limited access highway across Ottawa. This was the first conversion of railway right-of-way highway purposes under the Jacques Greber master plan for the National Capital.

New CNR freight terminal opened

Second stage of the Federal District Commission's Railway relocation program embodied in long-range National Capital planning was completed today with official opening of the new Canadian National Railway freight terminal at Riverside and Alta Vista Drives.

First train load of 43 mixed Freight hummed to the new terminal under diesel power shortly after 9 a.m.

Keys to the \$350,000 terminal building, built by the FDC, were turned over by Alan K. Hay, FDC general manager, to S.J. Raymond of Toronto, Special Assistant to the CNR central region vice president.

Mr. Raymond, GT Dunn., CN Ottawa division superintendent, and J.E. McGuire, Ottawa freight agent who spent a sleepless week-end overseeing the transfer from the downtown terminal, Road the cab of switcher 8051 as the train pulled in the modern new terminal.

First step in the FDC's projected relocation of most railway trackage in the Ottawa - Hull area was establishment of the Walkley sut off line and marshalling yards. It cleared the crosstown tracks right-of-way for construction of the \$31,000,000 Queensway bypass highway.

In turning over the keys Mr. Hay said

"We hope that before too long we will be in a position to make a parallel arrangement with respect to local freight operations of the CPR".

Transfer of freight and records from the old terminal in the Union Station area was completed "without a hitch" the weekend, CN authorities said.

Under an FDC proposal the old terminal will be demolished and the site utilized as a 160-car metered parking lot for Union Station patrons.

The first train arrived about 30 minutes ahead of the scheduled official ceremony. CNR officials restaged the arrival with three freight cars for the benefit of newspaper and television cameraman.

J.A. Simard, yard foreman directed the Arrival from the top of a box car. The train's engineer was Kenneth Leatham. Other crew members included: Erwin McFarland, diesel helper; Reg Sheridan and Joseph Gautier, yard helpers. All crew members are from Ottawa.

Caption to picture

CNR receives new terminal

Alan K. Hay, FDC general manager, hands over keys to the new \$350,000 CNR freight terminal, to S.J. Raymond, Special Assistant to the CN's central region vice president. The terminal built by the FDC for the railway as part of the national capital rail relocation program, is located at Riverside and Alta Vista Drives. Left to right at today's ceremony JF Maguire, Ottawa Freight agent, Mr. Hay, S.B. Wass was former FDC Railway Consulting engineer, and GT Dunn, the CN's Ottawa division superintendent.

Railways reject scheme to move Union Station.

<http://news.google.ca/newspapers?id=7wsxAAAIBAJ&sjid=qd8FAAAAIBAJ&pg=6005,1904874&dq=railway+l+railroad+l+train+l+cnr+l+cpr+l+bride+-to-train&hl=en>

A CNR special train loaded with 2,000 excited children and their parents will travel to a country point to meet Santa Claus Saturday morning. Freiman's Santa Claus Special will take them to the village of Vars, 17 miles east of Ottawa. There the eager passengers will give Santa Claus a rousing welcome as he floats down from the skies in his helicopter.

Santa will then board the special 18-car train and make the return trip to Union Station with the group. Mayor Nelms will be waiting with high-stepping drum majorettes, a military band and hundreds more children to welcome Father Christmas to the Capital.

First for some

For many Ottawa and district children it will be their first thrilling ride on a railway train - and its free, compliments of Freiman's. Balloons soft drinks and cookies will be distributed on the train, as the gift of other sponsors.

Stationmaster Harry Spence will begin loading the big special train at 8 a.m., Saturday.

The train will leave Union Station at 8.45 a.m. and will arrive back at 10.30 a.m.

After the official welcome by Mayor Nelms, Santa will board a float at the Besserer Street exit and the parade will drive off the Freiman's store. It will be led by the Governor-General's Foot Guards band and the Ottawa Rough Rider Drum Majorettes.

At Union Station

At the Union Station more than 1,500 youngsters, accompanied some 500 adults, boarded a special train which took them to Vars to welcome the jolly old saint. There he climbed aboard and journeyed back with them to Ottawa, where he was greeted at the station by Mayor Nelms before proceeding in triumph to Freiman's downtown store.

Free tickets for this excursion were handed out the previous Saturday by two retired CNR conductors; P. A. Potter and A. P. Lavergne, in Freiman's downtown and Westgate stores.

Anxious not to miss the big event, 11-year-old Bobby Beauchamp, of 105 Irving Avenue, was at the station at 6 a.m. nearly three hours before departure time.

He was shortly joined by Monique Lariviere, 10, of 159 Henderson Avenue, and Helene Renaud, 12, of 166 Henderson Avenue.

Santa was already there when the train reached Vars, where a welcoming committee of more than 500 children cheered his arrival by car. These youngsters afterwards attended a community Christmas party, shepherded by Vars Councillors A. R. Kingston and S. M. Barklay,

On the return journey the jovial gentleman walked a third of mile through the 21 coaches,

exchanging personal greetings with the starry-eyed passengers. Some stroked his whiskers incredulously, and just a few seemed a little apprehensive.

"Oh dear, there now!" he said in a hurt but sympathetic voice, as one tiny tot burst into tears.

Goodies Too!

Nearly 5,000 cookies and 2,500 soft drinks were served aboard the train by employees of Freiman's Tulip Room who were pressed into service as Santa's helpers.

Before the excursion left Ottawa, brightly colored balloons adorned the inside of the train. Inevitably though, these soon found their way into warm little hands.

Pulling the long train was engine No. 6206 a big, ancient steam locomotive like those which have hauled the Santa Claus Special the past two years. With the grounding of Santa's helicopters, Saturday was a day of triumph for old-fashioned transportation.

At the Union Station Santa was welcomed by Mayor Nelms "on behalf of all the children of all ages" in the Capital,

"In you, Santa, is represented all the good will of this festive season," His Worship read from a scroll he presented to the bewhiskered celebrity.

"I am sure that you will not forget all children, not only of Ottawa, but also of Springhill."

Santa's reindeer met him outside the station, from where he was escorted to Freiman's by the band of the Governor General's Foot Guards and a corps of 20 Rough Rider "majorettes."

Cheering crowds lined the parade route up Little Sussex Street and along Rideau, and surged after him as he entered the store to take up his throne in Toy land.

Coaches stay up. Tragedy averted. CNR praised for fast work. (with pictures)

Officials suspect a chipped rail caused the spectacular derailment of a CNR passenger train which injured 10 persons Saturday at Vars. They think the track was damaged by an earlier train.

Four cars of a Montreal-Ottawa train - roaring into the Capital at 70 miles an hour-bucked the track at 11.17 a.m. a mile and a half east of the village. Vars is 17 miles southeast of Ottawa.

Officials believe the track, made brittle by near-zero temperatures, was damaged by an eastbound Ottawa-Montreal local train No. 48 around 8.10 a.m.

Deep Furrow

The derailed coaches plowed a deep, half-mile-long furrow beside the track - but all remained upright.

Damage may exceed \$50,000.

Authorities say a tragedy was averted because none of the cars tipped over when they plunged off the rails. None of the injuries was serious. All but three persons were released from hospital after treatment.

There were 107 passengers on the train. It was made up of two diesel engines, two baggage cars, three coaches and a parlor-dining car.

16-Hour Break

The accident cut the main Ottawa-Montreal CNR line for nearly 16 hours. It destroyed 310 feet of track and severely damaged another 2,700 feet.

The wheel assemblies of the derailed cars will have to be replaced, officials expect.

The three passenger coaches and the parlor-dining car left the rails and plowed along beside the track. The lead engine remained on the rails but the rear wheels of the second engine jumped off and straddled one track. The two mail cars - which had broken from the rest of the train —also straddled the tracks and the four units ripped and twisted hundreds of yards of rail and ties before coming to a halt.

Officials said if the derailment had occurred a few minutes later the train would have smashed into the Vars station itself and might easily have spread death and destruction in the village.

The weight of the four coaches and the soft earth helped prevent tragedy.

Frost apparently had not penetrated deep enough to hold up the heavy coaches. The result was that all four cars - swept along by their momentum - plowed a deep furrow extending some 800 yards while passengers inside were tossed about "like corks in the ocean."

Travellers said screams mingled with the roar of ripping track as baggage bounced crazily around the cars.

Running On Time

The train left Montreal at 9 a.m. It was due at Ottawa Union Station at 11.25. It was running on time when the derailment occurred.

Conductor Arsene Perron of Montreal was first to realize the train was being derailed.

"I was in the second coach at the head end making up my accounts when I noticed the car was rocking" he said. "I knew something was wrong so I braced myself for the shock.

"The tail-end of our coach snapped like a whip and then kept going straight ahead. I knew we had jumped the rails. I hung on for dear life.

"We bumped along, and I guess we were hitting about 70 miles an hour. The couplings had snapped themselves from the rest of the train and steam came hissing into the rear of our car. I shouted to the passengers to hold on and be calm.

"They were very brave people. When we finally came to a halt I immediately started to help those who were injured."

Four Ambulances

The alarm was first sent into the Rockland detachment of the Ontario Provincial Police.

Four ambulances, from Exclusive and the St. John Ambulance Association in Ottawa arrived on the scene. Dr. Pierre Jacques Beaudet, of Embrun was the first doctor to reach the wreck.

A way-freight at Coteau Junction was "broken" when word of the wreck was flashed to Ottawa. Its diesel engine and a caboose under Engineer Earl Cooper and Fireman Keith Colts of Ottawa went to the wreck scene to transport injured stretcher cases to waiting ambulances at a nearby crossing.

Many passengers not listed as injured nursed puffed lips, scraped chins, and abrasions to arms and legs.

Mile Walk

Two OTC buses were sent to the scene to bring stranded passengers to the Capital. They were forced to park at a farm off a sideroad about a mile from the wreck. Hundreds of cars converged on the scene as news of the wreck spread. Highways were blocked on all sides.

Track was destroyed from mile 116.4 to 117.1. It was operative again at 2.50 a.m. Sunday but extreme caution is being exercised by trains passing through the area. Speed is restricted to five miles an hour until permanent repairs can be made.

A 75-man CNR wreckage crew repaired the track. Two giant cranes with a total lifting capacity of 260 tons were used. One was borrowed from the Canadian Pacific Railway company, the other brought from Montreal.

Officials said the cost of fixing the track alone would be \$12,500.

In addition, it is feared low temperatures Saturday night may have caused extensive frost damage to the three passenger cars and the dining car, all left axle-deep in mud. Damage to the passenger cars may reach \$100,000.

The long, straight stretch of track looked like the unloading platform at Union Station.

Nearly 100 stranded passengers trudged through ankle-deep snow along the railway ties to reach the waiting buses.

They carried suitcases, brief cases, lunch kits, umbrellas and raincoats.

Many had minor lacerations to chins or foreheads, or puffed lips. But they all felt lucky their injuries had not been more serious.

Passengers praised the railway for the promptness with which aid and emergency transport to Ottawa had been provided.

Shoes Vanished

Arthur Oulton of Moncton took the wreck in his stride. He was busy taking moving pictures of survivors when reporters arrived at the OTC bus which had plowed through deep snow into a farmyard beside the tracks to pick up the passengers.

"One woman was knocked right out of her shoes and she hasn't found them since," he said.

Later, the same lady was taken to the rescue caboose rushed in from Coteau Junction. She had still not located the missing shoes.

Several married couples carried young children along the snow-swept track muffled in blankets.

Alex Saunders of Ottawa - now stationed with the RCAF near Montreal described the jolting shock of the derailment:

"Suddenly it seemed like the air brakes went on and "the whole train went sideways and off the track.

"I threw myself down in the aisle when the cars started to go wild. I guess this saved me from injury. There were several persons injured in the car in which I was riding - the third passenger car next to the diner. But in the car ahead some were more seriously hurt.

Tossed About

"Everyone was tossed around like peas in the pod. But we were lucky at that."

Mrs. Mace Coffey of 900 Kingsmere Avenue, Ottawa, was in the coach second from the end of the train.

"It seemed I was yanked sideways and tossed against the side of the car," she said. "People were screaming. Bodies were being tossed all over the aisle. I was tossed against the wall of the coach and hurt my side. It wasn't serious though. It could have been worse."

First Ride

For Lynn and Stewart Markham of Montreal, it was an unforgettable experience. Lynn, aged 11, and Stewart, 3, were travelling to Ottawa with their parents, Mr. and Mrs. Walter Markhajm. It was Stewart's first train ride.

"The children were scared," said Mr. Markham. "They shouted but they had enough sense to hold on to anything they could lay their hands on. We were in the second last coach. At first there was a sickening thud. Then we seemed to just keep travelling straight ahead."

Mrs. O. W. McNamara, of La-chine, was travelling with her six-year-old daughter, Nancy.

"I was reading a magazine at the time," Mrs. McNamara said. "When the car in which I was riding lurched sideways, we came down with a terrific thud and then

kept going straight ahead. I didn't know what was happening. My nose was bleeding from being tossed against the window. Nancy held on to me. We rocked sideways, bumped along and then it was all over."

17/12/1958 Ottawa Journal Alexandria Maxville

Wreckers arrive at the scene of yesterday's CNR freight train derailment just west of Maxville. To clear away the six cars blocking the Ottawa-Montreal line. No one was injured in the accident which occurred about 5.20 a.m.. The accident was believed caused by a broken carriage wheel under one of the cars.

09/02/1959 Ottawa Journal Alexandria

Conductor Guy Moon Completes Last Run.

More than 100 persons honored CNR conductor Guy Moon, 128 McLeod street Saturday night after he arrived from Montreal on the Super Continental to complete 43 years service.

Born in Vars, Ont., Mr Moon joined the Grand Trunk Railway in 1916 as a brakeman and during the years saw service at points from Montreal to Edmonton. Since 1937, when he was made a conductor, Mr. Moon has been a popular figure on Montreal-Toronto and Ottawa-Montreal trains.

After his final run Saturday, a reception was held at the home of Mr. and Mrs. Albert hebner, 172 Fifth avenue.

02/07/1959 Ottawa Citizen Alexandria Ottawa Union

In a driving rainstorm that sent water cascading through the leaky canopy of Union Station, the Queen and Prince Philip left by train for Hamilton last night, after a 26 hour visit in Ottawa

The rain which had held off all day for the public functions finally came down just after eight o'clock.

During her Ottawa visit ---omitted---

Governor-General Massey, Prime Minister and Mrs. Diefenbaker, all in formal dress, met the couple, who appeared tired but relaxed at the Besserer Street entrance to the station.

In the station some 500 spectators pressed tightly behind naval personnel from HMCS Gloucester.

After quiet goodbues the Queen and Prince Philip stepped inside their car and returned a few minutes later to wave their farewells.

CNR engineer Floyd Goodfellow took the 16-car royal train away with a whisper.

Queen Elizabeth left Hamilton aboard the royal train for Brantford, Ont., at 12.36 p.m. after a 2 1/2 hour tour of the steel center.

<http://news.google.ca/newspapers?id=ktMxAAAAIABAJ&sjid=qOQFAAAAABAJ&pg=2316%2C6015>

23/07/1959 Ottawa Journal Alexandria Alexandria

Derailement Ties Up Main Line

ALEXANDRIA, July 23. (Special) The CNR's Continental Limited ran into difficulties difficulties when it jumped a switch and rammed into six cars on a spur line near the Alexandria station at 9.50 this morning.

The two end cars on the Continental left the track as the result of ithe impact but CNR officials say nobody wasseriously injured.

One of the coal cars on the the spur line jumped the tracks and fell on a parked car.

An engine is being sent to clear the main line and get the Continental back on its run to Montreal.

24/07/1959 Ottawa Journal Alexandria Alexandria

AT ALEXANDRIA

Quick Thinking Engineer Averts Heavy Loss of Life

ALEXANDRIA.A quick-thinking engineer slammed on the brakes of the CNR's crack eastbound Continental Limited as it roared through here Thursday averting a serious accident.

Engineer Joseph Ouellette of Montreal saw an open switch and managed to reduce speed as the two powerful engines pulling 12 passenger-laden cars ran up the siding

The engine plowed into five freight cars, knocking them from the rails, and slammed a coal gondola into a parking yard before stopping in an unright position beside the rails. No one was seriously injured.

Officials here said if the Vancouver-Montreal train had been doing its usual 80 miles an hour through this town about 20 miles north of Cornwall there could have been considerable loss of life.

Benched steam engines by Austin F. Cross.

Six dead dinosaurs are rusting away silently on the Canadian National tracks at the roundhouse off Hurdman's Road. They are a mixed group of passenger, freight and yard switching engines. Their total ages would aggregate almost 300 years, with individual engines being from 40 over 50 years old.

Locomotive Foreman Frank G. Walton describes them as being "under tallow", and most of them could be put back in service under an estimated 24 hours.

The history of these old locomotives is pretty much the history of railroading in the 20th century in Canada.

Yet these steel saurians had their glimpses of grandeur as recently as two years ago. Study the line and you will find, second from the south end, is CNR 5559.

Though it was built by the long defunct Grand Trunk Railway as far back as 1910, this high-wheeling, high-stepper was hustling the first section of the Super Continental down to Montreal, only two years back. That was when the diesel-driven Super was dragging its tail, back somewhere beyond Brent.

Back To Steam

Whenever Ray MacDougall, then the big shot in the CNR hereabouts before retirement, thought that the Super was going to be too late, he would order up a "first Number 2".

Thus you would have a steam-driven first section of the Super, made up right here at Ottawa.

"That 5559," said Foreman Walton, with love in his eyes and a break in his voice, "would take the Super down to Montreal in two hours flat."

While photographer Doug Gall looked on non-comprehendingly, Rail Fan Cross lent the foreman a kerchief to mop up a shy tear

In same sentimental vein, the foreman would also use 5562 or 5583, for the elegant Super.

These 5500's go back to the ancient 200 class of the Grand Trunk, now remembered perhaps only by such rail fans as Canon John Smith, rector of Our Lady of Fatima Church.

An Identification

Also in the string of six is 5251, with a proper door in her cab. This writer identified her as an old Canadian Government Railways type. Sure enough, she turned out to be old CGR 479.

Less sentimental is a railway buff inclined to be over yard switcher 8360, which was built for the Canadian National in 1929. To an engine fan, this was just yesterday.

But a reverend bow for 2609, now 52 years of age, and "out-shopped" in 1907. When the Grand Trunk first brought this big one into Ottawa about 1913 she looked to be the biggest thing on wheels.

Engine 2609 ran latterly on freight but, after a half century, she has to go.

Now the whole six are "under tallow". Some day soon, the engines will roll as part of their own slow-motion cortege, at an absurd 25 miles an hour, to Montreal and the graveyard.

Only hoping, Locomotive Foreman Walton is secretly scheming to keep the 5559 in standby shape out at the rickety roundhouse. Maybe, some day, No. 2 will be late, the Super will not be so "super" that day, and out will come the 72-inch drivers of this lean locomotive greyhound, rushing the first section of the Super to Montreal at a mile a minute all the way - and on time.

Picture

Santa Claus took the train Saturday on the last leg of his trip to Ottaa, after landing at Vars in a helicopter. Some 2,000 shouting children went in a special train to vars to ride into town with the jovial gentleman. Used to all forms of travel old St. Nick helped one of the young ladies aboard as the train left for Union Station and a parade to A.J. Freiman's Ltd., where Santa "took orders" for Christmas in "Fantasyland."

105 years of steam engines ending for Ottawa.

Sunday last chance to see iron horse in action.

When high-wheeling Canadian National Railways No. 6153 blows for Alta Vista Road Sunday morning, it will sound the the rattle of railway steam engines in Ottawa, after 105 years.

Hauling seven coaches, this fast-stepping, rugged passenger engine is due at the Union Station at 11.15 a.m. (EDT). After it has taken coal and water here at Ottawa, the train will leave Union depot at 1.15 p.m. (EDT).

"This is the end of an era," sagely says Walter Smith, executive representative of the Canadian National Railways here in Ottawa, as he advises parents who want to see this historic event, to take their children down to the station this coming Sunday. It is specifically suggested by Mr. Smith that the most suitable time to see the last steam engine will be from 12.30 to 1.15 p.m. (EDT). For by that time the engine, all coaled and watered, will be turned around and headed back to Montreal.

CNR No. 6153 was "out-shopped" about 1929. It is a Northern type. That is she is a 4-8-4. In other words, her wheel arrangement is oo-0000-oo.

It is a far cry from the first picturesque but feeble steam engine which crawled in to Ottawa through the snow around Christmas, 1855. This diamond stacked job from Currier and Ives arrived at the St. Lawrence and Ottawa Station on Sussex Street.

The old St. Lawrence and Ottawa Railway connected the newly re-named capital with the American border, its wobbly rails running down to Prescott. Those rails still exist as a freight line from Sussex yard to where they join the Montreal-Ottawa main line of the Canadian Pacific at Hurdman's Bridge.

Competition invaded Ottawa in real earnest during the 1880's when the Canada Atlantic Railway headed for Ottawa through Glengarry and Russell Counties. Ottawa, through the Grand Trunk Railway at Coteau Junction, now had fast, swift service to Montreal over the Canada Atlantic to Coteau. Ultimately, J. R. Booth who built the C.A.R., extended his line to the U.S. border.

The Canada Atlantic gave the longer CPR North Shore such a run for its money that at the turn of the century the CPR built its famous "Short Line" from Montreal to Ottawa via Vankleek Hill, thus reducing the mileage to 111.3 miles.

It was during these classic years that the Canada Atlantic and the Canadian Pacific raced each other on these often parallel steam speedways. High spirited engineers threw the timetables out the windows and made the normal two and a half hour run in as little as 1.50 hours!

In terms of continental runs Ottawa was a station on the Montreal-Vancouver run. The Canadian National added their competition in 1920. Both have run daily trains ever since.

The Grand Trunk made its belated arrival into Ottawa when it bought Booth's Canada Atlantic, which by this time had also gone clear through to Depot Harbor on Georgian Bay.

Hereabouts, such quaint rails as the Push, Pull and Jerk (Pontiac and Pacific Junction), as well as the Gatineau were acquired by the CPR.

The New York and Ottawa Railroad reached in from Tupper Lake, New York, and for many years offered four passenger trains a day between here and Cornwall and beyond. They tore up the rails just a few years ago, and the Queensway now covers its historic right-of-way.

Then in 1909 Ottawa's last railway invaded the capital. The Canadian Northern, that expensive and picturesque toy of the Mackenzie and Mann dynasty came in from Hawkesbury and Quebec in 1909. In November it made a characteristic if dramatic debut, when it arrived two hours late behind two locomotives. It arrived at its brand new station at Hurdman's Road. Later the Canadian Northern moved into the Union Depot from where its trains reached out toward Toronto, Montreal and Vancouver.

This last decade, the railways have been reversing themselves in a baleful and tragic strip tease, as they take off this train and abandon that track.

So tomorrow, September 4, when the big 6153 blows for Alta Vista Road, that, as far as railways in Ottawa are concerned, is the end of steam.

We had a good 105 years.

Don't fret, we'll keep a few.

A lot of people are happy that there is to be a museum for steam locomotives in Ottawa's new Union Station.

Heading the list is Mayor George Nelms who says he even talked to Canadian National Railways president Donald Gordon about getting several engines for the museum.

The decision to have the museum was made almost two years ago by the National Capital Commission and almost everyone appears in favor of the project.

Controller Paul Tardif said it is an excellent idea. "Steam trains always fill me with nostalgia. Diesels may be all right but they don't look like trains.

"I am definitely sympathetic," said Controller Ernie Jones. "It would be something for the future. The kids some years from now could see what a steam engine was like."

"A wonderful idea," echoed Gerry Geldert, head of the Tourist and Convention Bureau.

Controller Wilbert Hamilton also welcomed the proposal. He did not think it would cost much and it would be a great treat for the children. Davis, President of the Ottawa Board of Trade. He said he personally loved the Old Iron Horse, but added: "Speaking for the Board of Trade, I have no opinions."

And even more cautious was E. R. (Bud) Fisher, Sparks Street merchant, who asked: "They're pretty ugly, aren't they?"

But he conceded they might appeal to youngsters and even more so 25 years from now.

06/09/1960 *Ottawa Citizen**Alexandria*

A gushing farewell to steam

Hot cinders and tears

<http://news.google.ca/newspapers?id=PtsxAAAIBAJ&sjid=juQFAAAAIBAJ&pg=5884,844653&dq=railway+|+railroad+|+train+|+cpr+|+bride+|+to-train+|+will-train&hl=en>

07/09/1960 *Ottawa Citizen**Alexandria*

Ride Steam Train Free

Three Ottawa boys found themselves pleasantly "kidnapped" last weekend on the last steam train to leave Ottawa. Roger, 15, Maurice, 14, and Arman, 11, all Guilbault brothers, sons of Gordon and Mrs. Davidson, mother and step-father, and living at 9 Hurdman Road, got on the steam special behind CNR 6153, for a quick trip to Walkley Road. But the train left late and did not stop in the suburbs as scheduled. The boys made the entire trip to Montreal.

After getting their first quick look at Montreal's skyline and downing a lumberjack sandwich, they were returned by car to Ottawa by Barry Adair, Ottawa member of the Canadian Railroad Historical Association.

11/11/1960 *Ottawa Citizen**Alexandria**Vars*

Santa arrives Saturday by Helicopter and Train.

Weather permitting Santa Claus will make at least three pre-Christmas visits to Ottawa this year to spread some commercial cheer.

Other appearances will be made before the big night but he won't be making any general parade through the city like he does in Montreal and Toronto.

The most elaborate conveyance lined up for Santa is a helicopter-train trip tomorrow, ending at Freiman's Downtown store. About 1,500 children will take the train out to Vars to meet Santa after his helicopter ride from the North Pole.

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Train Derailed In Crash

A 19-year-old Cyrville youth escaped with lacerations after his car hit a CNR freight train and knocked 11 cars off the rails at a Russell Road crossing three miles west of Carlsbad Springs, Friday.

Carlsbad Springs is 15 miles east of Ottawa.

Police said the 11 cars (nine empty tankers, a freight car and the caboose) were disconnected from the other 60 or so cars in the train. The CNR freight continued east to Montreal.

The derailment at approximately 11 p.m. blocked the main transcontinental line and delayed for 9 ½ hours the CNR main westbound train, the Continental. It arrived at Union Station at 8.30 a.m. about ½ hour after workmen, working the night through, cleared the line. Two freight trains were delayed but the morning train to Montreal left just 20 minutes late.

Injured was Armand Bisson, 19, of St. Michel Street, Cyrville, who required 30 stitches in the face, knees and arms before being sent home from St. Louis de Montfort Hospital.

He told police he was driving his 1952 sedan west on Russell Road and did not see the last cars of the train as he approached the track.

The derailed cars ended up a few hundred feet east of the crossing, a number of them on their sides. Several sections of track were torn up by the impact.

The car was wrecked, police said.

14/10/1961 *Ottawa Citizen**Alexandria**Carlsbad Springs*

11 cars derailed, one hurt.

Workmen cleared the main CNR line near Carlsbad Springs at 0830 this morning 12 hours after a spectacular car-train collision in which 11 freight cars were derailed and one man slightly injured.

The injured man was Armand Brisson, 19, of St. Michael Street, Cyrville, driver of a car which police said plowed into the last cars of a long freight.

Eleven cars toppled off the track, tying up the main line for 12 hours. The accident occurred three miles from Carlsbad Springs at 7.10 p.m. yesterday.

Brisson escaped with face, neck and arm abrasions. His car was demolished.

20/11/1961 *Ottawa Citizen**Alexandria**Vars*

2,100 children ride long train with Santa Claus.

The longest passenger train ever to leave Ottawa in peacetime chugged out to a Vars rendezvous with Santa Claus on Saturday.

The train was jammed with 2,100 children of all ages, and they escorted Santa back to Ottawa and an official civic welcome by Mayor Whitton.

It was the annual Santa Claus parade sponsored by A.J. Freiman, Ltd. After the official welcome Santa was enthroned on top of a huge float, along with his eight reindeer, for the parade from the station to Freiman's Toyland.

His subjects crowded the streets, and the Governor General's Foot Guards Band played "Here Comes Santa Claus" a prancing group of Rough Rider Drum Majorettes and girls dresses as elves.

20-car train.

The 20-car train arrived at Vars at 9.25 a.m., where Santa, who had already arrived by helicopter, was waiting. A host of Vars children - again of all ages - watched him land.

He boarded the train, and then went right from one end to the other greeting the children, pinching cheeks, and patting heads. They reached out to touch him, eyes popping and then broke into wide smiles when their faith was confirmed. He was real.

At Union Station Mayor Whitton met Santa carrying a big scroll with her chain of office around her neck. She said she was glad to see Santa make it, and that she was "worried" about Santa and the "bad things" going on up North.

"With all those sirens going," she said, Santa must think the "world's horrible," but she promised "we would all be good little boys and girls."

Following the parade Santa established himself in Freiman's Toyland and heard all petitions and demands of the wee folk for Christmas.

01/08/1962 *Ottawa Journal**Alexandria**Vars*

Veteran Vars Station Agent Retires

Alexander MacKenzie, 65, CNR station agent at Vars since 1941, retired after 46 years as an agent Tuesday and said he really liked the job better in "the old days."

"No one worried much about the business end of an agent's job then," he recalled in Ottawa this week. "If our figures sometimes didn't balance, we didn't get upset. Today it seems as though there are more figures than work, and they've got to balance."

An agent on the Renfrew-Eganville line for more than 20 years, Mr. MacKenzie remembered 12-hour working days, six and sometimes seven-day working weeks.

When he moved to Vars there were four passenger trains daily. Now there is one on his shift.

Mr. MacKenzie was born in Battleford, Sask., and joined the CNR as assistant agent after a year in telegraphy school in Ottawa.

He and his wife will retire to Ottawa's Hawthorne Meadows in September. They have a daughter in Ottawa and a son in Haley.

09/11/1962 *Ottawa Citizen**Alexandria**Vars*

Santa Claus arrives here tomorrow.

Santa Claus will arrive in the Ottawa district Saturday morning.

Sources say Santa is due to land in a helicopter at Vars, 10 miles southeast, where a 19-car train will bring him, a welcoming committee, and 2,000 children and adults to the city. The train will leave Union Station at 8.45 a.m. and return from Vars at 10.30.

An official welcome in Ottawa will be followed by a Santa Claus parade, led by the Governor-General's Footguards band and the Rough Rider drum majorettes.

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30/09/1963 *Ottawa Citizen**Alexandria**Ottawa Union*

A focal point for the great and the humble.

Article about the future of Union station.

13/01/1964 *Ottawa Journal**Alexandria*

Derailed

A CNR yard engine coming off a siding onto the main line crossing Russell Road near Industrial Avenue was derailed Sunday night by a safety device.

The derailment of the front of the engine was made after it had failed to stop in time to await permission to go onto the main line.

The engine was put back on the line by jacks this morning.

14/07/1964 *Ottawa Citizen**Alexandria*

City reopening St. Laurent.

St. Laurent Boulevard, between Parisien Street (immediately south of the Queensway) and Innes Road will be reopened to traffic at 10 a.m. tomorrow.

The boulevard has been closed for two years to permit construction of railway overpasses near the OTC garage. The present detour will be abandoned.

Freight Jumps Off Tracks

ALEXANDRIA Emergency crews from Montreal and Belleville are working near here today trying to get the CNR main line open following an early-morning freight derailment.

A 90-car eastbound train tore up hundreds of feet of rail when nine cars left the track. There were no injuries.

The accident occurred about 1 25 a.m. No estimate of damage was available today as inspectors continued to survey the extent of the wreckage.

Coast - to - coast passenger traffic and Montreal-Ottawa trains are being re-routed over Canadian Pacific lines, CNR spokesmen said. They did not know when the line would be open.

Alexandria is 55 miles east of Ottawa.

02/04/1965 *Ottawa Citizen**Alexandria**Ottawa New*

NCC issued station building permit.

The National Capital Commission has taken out a building permit for the new \$4,778,586 railway station at Hurdman's Bridge.

The NCC permit was by far the largest issued at city hall last week.

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03/04/1965 *Ottawa Journal**Alexandria**Ottawa Union*

Article - Let's Save Union Station.

01/08/1966 *Ottawa Citizen**Alexandria**Ottawa Union*

Smooth Station Switch

Limited parking, no buses, create problems

When the first train rolled into Ottawa Station Sunday morning, there wasn't a hitch.

In fact, the Canadian Pacific Railway's Rideau, coming from Montreal, was 10 minutes early.

And that's the way the station opened - everything in order - no confusion.

There was the usual crowd welcoming friends or relatives to Ottawa, but there were also many curious people - people who wanted to see the new \$300,000 Alta Vista station and to see if everything was in order.

What they saw must have pleased most. There was little doubt the station was ready, despite its apparently unready appearance two weeks ago.

Of course, there was the temporary lunch counter at the side of the huge waiting room, with its red and white striped awning open like a sideshow concession Brisk Business

But it seemed to do a brisk business, and the public seemed to accept it without comment.

Behind it, still uncompleted, is the permanent restaurant which will be able to seat its patrons. It will be some time before this is open.

Then there is the absence of regular furniture for the waiting room - the permanent seats, decorations, the potted plants which will adorn the huge, multi-windowed room. It will be Aug. 15 before these are in place.

A Canadian National Railways official - the CNR operates the new station for both railways, although it is owned jointly by both companies - has promised that the present uncomfortable, backless seats will be replaced by more conventional benches.

Sign Switch

Still temporary are the train schedule signs, brought hurriedly early Sunday morning from the old Union Station. They, too, will soon be replaced by permanent fixtures.

But in working order are such services as telephone, telegraph, porters' booth, car rental, baggage rooms, lockers and restrooms. Escalators leading down to the tunnels and those leading to the trains are also in operation.

The station relocation program is expected to cost \$6,500,000.

Gone now are the trains through Centre Town into the old Union Station, which closed down early Sunday morning.

About 300 people were on hand to see the last train leave the station. Shortly after that, the station was officially handed over to the National Capital Commission.

It is expected that the tracks will be lifted almost immediately to make way for the new parkway - the extension of Col. By Drive from Pretoria Avenue Bridge.

The Corps of Commissioners have now taken over the old station, and they are on hand to direct anyone who may come there hoping to catch a train out of town.

Although bus service has not yet been extended by the Ottawa Transportation Commission to Ottawa Station, taxis were busy coming and going all day Sunday.

A spokesman for the CNR said his company has told the OTC his company had no intention of subsidizing OTC buses.

OTC sees loss

"We're a railway station, whether we're in the centre of the city or on the outskirts," he said. "It's the duty of the OTC to service the station. We don't operate a bus service or subsidize a bus service anywhere in Canada."

Last week, OTC general manager George Brady said the company could lose up to \$100,000 a year providing such a service. Closest bus running past the station is No. 81 on Alta Vista Drive, a quarter of a mile away. There is no pedestrian access to the Ottawa station from there.

Lack of buses is a bonanza to the taxi companies, especially Blue Line Taxi, which has the concession for Ottawa Station. Monday, when Ottawans were returning to the city after the long weekend the company had about 35 cars lined up along the drive leading to the front entrance.

"Sure, it's better without buses," said a Blue Line cabbie, "but then they don't take away business from us. Only those with a single bag. You don't see people riding a bus with two or three suitcases."

Buses sought

But there were some that wanted buses.

"Where is the nearest bus?" asked one new arrival.

When told there were no buses, he reluctantly stepped into a taxicab.

Fare to the Chateau Laurier area, one cabbie said, is about \$1.35. The cost is about \$2.05 to Main Street at the end of the Chaudiere Bridge in Hull.

Around at the station parking lot things were a little crowded. At the peak of the afternoon rush, the lot was full of cars and people were parking along the roads to the station.

At one time there were 130 cars on the paved and unpaved portions of the lot, with at least another 30 - in addition to taxis - parked along the roadways.

Admirers and critics.

Inside, hundreds of people walked around, sat on the temporary benches or stood when they couldn't find room. They criticized, commented, asked questions and stared at various features.

"Why did they put in those dust collectors?" asked one elderly man, referring to the steel beams that criss cross the ceiling of the station. But he admired the ultra-modern design.

"I well remember when they built Union Station in 1912," he said. "There was controversy about it. Many people said, at the time, it was built too low to the ground."

He recalls "sliding down wooden railings" to the edge of the canal before the station was built.

"Now it's changed again," he sighed. "Well I must see if my missus is on that train."

Ottawa's new railway station

The new railway station is far superior to the old. It is clean, airy, and its internal arrangements are efficient. The architects who designed it have also achieved an acoustic miracle: train announcements can be clearly understood. The major flaw remains the lack of local transport service. No doubt this will be solved; but the sooner the better. Perhaps, in addition to other suggestions made the OTC could continue running a miniature bus service from the station to Alta Vista drive - a distance of only a few hundred yards - where passengers could transfer to the regular No. 61 route.

Removal of the station to the Hurdman's Bridge area was made necessary because completion of the Queensway would otherwise have been extremely expensive. That was the main reason why the former Diefenbaker government decided to have the new depot built. Completion of the Queensway is now going forward. When it is finished, a large proportion of people travelling to or from the station will find it more readily accessible, because of the Queensway, than the old depot was.

At the same time, the original concept of the National Capital Commission was to have a large shopping complex built around a plaza near the new station. If this development goes forward, the structure will become the centre of a lively new section of the city.

Finally, removal of the station opens up a potential 22 acres in the heart of the city for re-development. When the Union Station is finally removed - as it should be after centennial year - the federal government might proceed with the original plan to build the national auditorium on the site. It would complement the National Arts Centre, and could accommodate many conventions too small to use the new Civic Centre at Lansdowne Park.

There have been many complaints about the removal of the station since the plan was first announced. Old habits die hard. The close proximity of the Union Station to the city centre was an important convenience. But Ottawa is growing. Many large cities have railway stations a considerable distance from the hotel and theatre area. In Ottawa's case, the new station is a drive of only four or five minutes from the centre. This is not too great an inconvenience for transients wanting to go downtown. For those having their own cars and living in the residential areas, the new location is an improvement. Only the local transportation problem now remains to be solved.

08/08/1966

Ottawa Citizen

Alexandria

Ottawa Union

removal of the railway express and freight sheds is slated to begin Aug. 15, with five miles of obsolete railway track to follow soon after.

28/04/1967

Ottawa Journal

Alexandria

Glen Robertson

Community Fights Station Closing

GLEN ROBERTSON (Staff) This community of 700 fears it may become a ghost town? Some 30 residents of the town bitterly expressed this fear Thursday at a meeting called by the Board of Transport Transport commissioners here.

The board was studying local objections to an application by Canadian National Railways to close down the town's railway station and passenger service on the main Ottawa-Montreal line.

BUSINESS SLOW

Only five passenger trains stop at the station each week and freight express business is light, the railway said.

CN officials made last-minute alterations to their proposals when faced with the ire of town residents who gathered for the meeting at the station.

"If you take away our passenger service you will isolate the community completely. We will become a ghost town," one resident shouted.

Glen Robertson has no bus service, another pointed out. "We have to spend \$2.56 for cab fares to get to Alexandria," she said.

COMPROMISE

Compromising, officials suggested that instead of closing the station they only replace their agent with an on-hand representative who would take over freighting duties and other tasks at the station.

Last year Lochiel Township council voiced strong objections to CN proposals to close Glen Robertson station. CN officials said Thursday only four passenger tickets were sold on the average each month at the station.

Two Montreal - bound and three Toronto-bound trains stop at the station during the weekend.

Residents asked, as a last resort, if CN could arrange that an eastbound and westbound train be stopped Friday morning and evening at the station.

"At least then we will be able to travel to Montreal and be able to return home the same day," a resident commented.

Little opposition was shown to CN's proposal to replace the agent at the station with an on-hand local representative.

CN officials promised to do everything possible to arrange a morning and evening stop at Glen Robertson of both east and west bound trains on Fridays

29/06/1967

Ottawa Citizen

Alexandria

Ottawa New

Second parking lot at station will open soon.

A new parking lot to hold 141 cars will be opened next to the Ottawa train station, railway officials announced today.

The lot to be built on the west side of the station is in addition to an existing 160-car lot now in use on the east side.

It is anticipated the new facilities will be available this weekend.

16/11/1967

Ottawa Citizen

Alexandria

Vars

Santa here Saturday.

Santa Claus is coming to Ottawa Saturday, by helicopter and train.

He will touch down at Vars, where a welcoming committee of 2,000 children and adults will meet and accompany him to Ottawa on a special train.

The train will arrive at Union station at 10.45 a.m. A parade from Daly and Nicholas Streets at 11.35 a.m. will go along Daly to Nicholas, along Nicholas to Rideau and left on Rideau Street to Freiman's department store.

20/11/1967

Ottawa Citizen

Alexandria

Vars

2,200 arrive with Santa.

More than 2,200 Ottawa children and their parents travelled to Vars Saturday in a special excursion train to greet Santa Claus as he flew in from the North Pole by helicopter.

Several seized the opportunity to present their Christmas lists to Pere Noel personally.

Con. Ernie Jones officially welcomed Santa to the city at Ottawa Station.

About 300 others had gathered at the station to greet him.

A parade through downtown followed as Santa was accompanied by the Governor General's Foot Guards, baton twirling majorettes from the Marjorie Bishop School, a group of dancers from Diane Farell's Ottawa Diplomats and students from Algonquin College dressed as clowns.

Besides Santa's traditional sleigh and the reindeer float, there were several floats from "Fairyland."

The Little Old Lady who lived in a shoe was joined by Cinderella and the Pied Piper of Hamelin. Puss in Boots and Little Red Riding Hood also greeted the children and parents lining the parade route down Nicholas Street and along Rideau Street to Freiman's downtown store.

30/12/1967

Ottawa Journal

Alexandria

Alexandria

Derailed Delays Passengers

ALEXANDRIA (Staff) Ottawa-bound passengers aboard a CNR train from Montreal Friday night were taken to Ottawa by three school buses from here when the main Ottawa-Montreal line was blocked by a derailment.

Wheels from a car of an earlier eastbound freight train were believed to have jumped the track causing the car to derail and blocking the line for several hours. CNR police are investigating.

08/11/1968 *Ottawa Citizen*

Alexandria

Vars

Santa flies in Saturday

With snow in short supply down south, Santa Clause (sic) is exchanging his reindeer for a helicopter Saturday to visit Ottawa.

He will land at Vars from the North Pole to be greeted by 2,000 children and adults. Then he will board the 19-car CNR train to mingle with the children on the return trip: tickets for the Ottawa-Vars return ride were handed out at the Freiman's downtown store last Saturday.

At Ottawa Union Station, Ald. Harold Waddell will welcome Santa on behalf of the city at 10.45 a.m.

Santa will then be featured in a gay parade downtown to Freiman's store. Taking part will be the Governor General's Footguards' Band, baton twirling majorettes, clowns, fairyland personalities and many of the children's favorite animal friends.

The parade will start at 11.35 a.m. from the corner of Daly and Nicholas Streets travel down Nicholas to Rideau and along Rideau to Freiman's

23/11/1968 *Ottawa Citizen*

Alexandria

NCC cleaning up old bridge sites.

The abandoned truss bridge on the Rideau River just south of the Queensway is ugly and dangerous.

The three 150-foot long sections obviously were designed for efficiency, not beauty.

the big triangulated beams might be acceptable in a hidden spot in an industrial area, but certainly not beside a major access road to the capital and in an area which is being rapidly upgraded.

Besides that, old abandoned bridges of this type are an open invitation to exploring children.

Thus the decision of the NCC to demolish the old relic should be greeted with enthusiasm.

It has served its purpose - from the days when the old Montreal-Ottawa railway line crossed it until a few years ago when the railway tracks in the area were phased out.

Demolition was slated to start on Wednesday. And it should be interesting to watch because the bridge presents problems not faced in similar demolition jobs on the Rideau River.

Before, it was possible simply to knock the bridge into the river, then pull out the bits and pieces with a crane. But the water is too deep in this particular spot to try this - which means the demolition crews are going to have to either build a pontoon rig underneath or a Bailey bridge beside it to get it down.

To the NCC this is simply part of a clean-up job on railway bridge sites. One other bridge on the Rideau River in the Mann Ave. area has already come down, as has the bridge on the Rideau Canal at the end of Dows Lake.

09/12/1968 *Ottawa Citizen*

Alexandria

National Capital Commission

Removal and disposal of concrete abutments and piers from two abandoned railway bridges over the Rideau River in the Hurdman Bridge area.

31/10/1969 *Ottawa Citizen*

Alexandria

Vars

Freiman advertisement. Free railway transportation for 2,000 children and their parents.

Pick up your tickets tomorrow while they last.

06/11/1969 *Ottawa Journal*

Alexandria

Santa Claus gets Welcome Saturday

If anyone finds it hard to believe Christmas is just around the corner, Santa's arrival Saturday for Freiman's traditional Christmas parade should dispel all doubt.

Santa will arrive at the train station at 10.45 a.m. and then set out at 11.35 in a parade to Freiman's

Beginning at Daly Avenue and Nicholas Street, the 10-minute parade route will take participants along Nicholas Street and then west on Rideau Street.

Clowns, bands, cartoon and comic characters and floats will accompany Santa on the downtown route.

09/11/1970 *Ottawa Journal*

Alexandria

(Monday 9/11/1970) Children Greet Santa

Santa came to town Saturday (7/11) to find thousands of Ottawa Children are still believers.

Santa flew in from the North Pole by helicopter to Vars, where he was greeted by about 2,000 children and a sprinkling of adults.

The children went to Vars on a special 19-car Canadian National Railway train that left Ottawa early Saturday to pick up Santa and escort him back to Ottawa.

At Ottawa Union Santa was welcomed by Acting mayor Claude Bennett, baton twirling Riderettes and the Governor General's Foot Guards band

Santa left the station to join the Santa Claus parade. Accompanying Santa in his sleigh was Miss Ottawa Rough Rider, Wendy Thomas.

More--

21/11/1970 *Ottawa Journal*

Alexandria

Area CN Stations to Lose Agents.

Canadian National Railways has been given permission by the Canadian Transport Commission to remove agents from seven stations in Ontario and Quebec, it was announced Friday

The points affected are St. Anne de Bellevue and Pointe Claire in Quebec and the Ontario stations in Maxville, Casselman, Vars, Renfrew and Eganville.

The commission noted that each station, as long as it is serviced by passenger trains shall be "kept clean, heated and lighted."

08/11/1971 *Ottawa Journal*

Alexandria

(Monday 8/11/1971) Santa arrives by train

Santa Claus

That's what it was all about Saturday when the jolly man in red ho-ho-hoed his way to Ottawa

Some 2,000 children and adults boarded the special Santa express and rode to Vars to meet his helicopter when it landed from the North Pole.

Santa then rode back on the train and received a royal welcome at the station

Controller Pierre Benoit welcomed Santa on behalf of the City of Ottawa. Music and dancing clowns added to the festivities.

Santa then took part in a parade through downtown Ottawa to Freiman's Toyland.

Santa will be in town until Dec 25.

06/11/1972 *Ottawa Journal*

Alexandria

(Monday 6/11/1972) It's that time again - Santa's in town.

He's rather on the lean side .. Not as roly poly as last year

At least that's the way adults saw it.

But the children didn't seem to care. For them it was his big red suit, his big white beard and his big belly laugh.

They were full of little whispers: "Ist Santa".

Everything is big for a little child, especially Santa.

About 2,000 of them rode the special Saturday train from Vars to Ottawa. With Santa. Great big Santa.

They weren't the least bit concerned that modern-day Santas don't seem to have reindeer any more. There wasn't so much as a hoofprint as St. Nick drove by automobile from the train station to meet the 15-float Santa Claus Parade - his escort to Freiman's Toyland.

More

Crash blocks CN line

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

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

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

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

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

The remainder of the train was towed to Montreal.

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

The cause of the wreck is under investigation.

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

Damage estimates are not immediately available.

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

GRAIN COVERS CRASH SITE LIMOGES

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

15/06/1973 *Ottawa Citizen**Alexandria**Casselman*

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

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

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

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

Before its too late

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

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

"They behave a lot better for us than they do for their own mothers, most of the time," said one of the supervisors. "At this age they're terrific," added another.

"It's when they get into school they think they know everything."

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

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

Tourists in Casselman

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

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

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

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

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

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

Satisfied customers

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

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

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

With picture.

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

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

Faster turbo to Montreal

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

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

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

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

11/04/1975 *Ottawa Citizen**Alexandria*

Ottawa-Montreal run

Two Turbo trips at 90 m.p.h

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

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

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

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

The trip will take one hour and 49 minutes, and will include a stop at Dorval.

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

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

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

Turbo fire may force cut on Ottawa-Montreal run

<http://news.google.ca/newspapers?id=KMkyAAAAIBAJ&sjid=n-0FAAAAIBAJ&pg=4579,4356268&dq=train+|+railway+|+railroad+|+cnr+|+cpr+|-bride+|-trained+|-train-to+|-trainer+|-will-train&hl=en>

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

Turbo service cuts possible

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

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

But he said serious equiprment shortage will not permit that anangement to continue indefinitely and may eventually require a reduction in train service between Ottawa and Montreal.

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

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

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

Ottawa-Montreal Turbo run axed

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

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

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

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

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

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

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

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

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

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

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

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

Turbo service to be restored

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

07/04/1976 *The Courier* *Alexandria* *Vars*

Two pictures

Some April Fools trick, the conductor of this CN diesel may have thought as he watched workmen loading the Vars station on to a truck April 1. Cumberland Township is moving the station, with the help of a \$13,000 LIP grant and the expert help of Drummond Bros. Ltd of Almonte. "They did an impressive job," umberland Recreation Director, Paul Lavigne, said. He also expressed thanks to laurent Leblanc who donated 400 tons of crushed rock for the museum site and Albertol Bergeron for allowing heavy machinery across his property during transportation of the station.

Born in County Tyrone, Ireland, 89 years ago, Jack Kyle of Vars watches foreman Dave Drummond help dismantle the old Vars station in preparation for its shipment to Cumberland. In Cumberland the statin is to be refurbished and used as the township's museum

07/09/1976 *Ottawa Journal* *Alexandria* *St. Lawrence Cement*

Vandals derail locomotive

Vandalism by youths is believed to have caused the derailment of a diesel locomotive and a 100-ton cement car at the St, Lawrence Cement Company yard on Star Top Road Sunday afternoon. Company manager Gerard Payer said that "kids" apparently released the air brakes on nine 100-ton CNR cement cars, causing them to roll 1,000 feet down their siding. The cars, with a weight totalling 900 tons, rammed into a company-owned diesel, sending it crashing through a guardrail at the end of the siding, Mr. Payer said. The diesel was forced into a ditch about 8 feet from Innis Road, The first loaded cement car jumped the tracks and flipped onto its left side. Mr. Payer was not able to give an immediate estimate of damage. There were no injuries.

19/02/1979 *Ottawa Journal* *Alexandria*

Train crushes car

A Via Rail train travelling west of Ottawa from Montreal struck an abandoned car Sunday at Cumberland, delaying It for more than six hours. OPP said the car had been abandoned on the tracks at Concession Nine after It had been reported stolen by the owner in Sarsfield. There were no Injuries on the train, which was delayed until 7: 35 a.m. while repairs were made to the railway bed. ,

29/11/1984 *Ottawa Citizen* *Alexandria* *Ottawa New*

The City of Ottawa and CN Rail are considering an underground reservoir to control oil seeping into the Rideau River from the Ottawa Station. The proposed reservoir would be linked to a storm sewer on the east bank of the river near Hurdman Bridge. Oil would be pumped out of the reservoir regularly so it would not flow into the river. An above ground reservoir was proposed but the National Capital Commission, which owns the land, wants the more expensive underground reservoir.

Glen Robertson's 66-year-old train station is gone after demolition crews razed the structure Friday.

On Tuesday a CN spokesman said the building, which has been closed for the last few years, wasn't of any use to CN or VIA Rail and it had been offered for sale to the Township of Lochiel. The decision was then made to bring in the wrecker's ball.

"We did go to the township, asking them if they wanted the building, but we received no answer," Louise Filion, an employee in CN's public affairs department, said. "We went to tender for the job and didn't receive any bids. We then asked four companies if they would do it and we finally picked a company in Quebec."

Mrs Filion said CN wrote to the township on Sept. 10, 1982 advising them that it would be approaching the Canadian Transport Commission to close the station. The firm did not receive a reply from the township.

Lochiel Reeve Ron MacDonell confirmed that CN had offered the station to the municipality, but said it wasn't interested in it at the time.

"They offered to sell it to us," he said, "but we didn't know it was going to be torn down."

The caption under the two photographs reads:

Landmark Gone

A Glen Robertson landmark disappeared over the weekend as the train station was torn down. The station was built in 1919 after the original station, located across the tracks, was destroyed by fire. The station was in operation until about two years ago. The top photo shows the original station, built around 1880. It shows Station Agent Dave Robertson, left and Catherine Jane Robinson, right. The bottom photo was taken about 1950 and shows, left to right, Station Foreman Jim Rickerd, Edith Morrison, Station Agent Norman Milke and Grace Hanley, sister of Edith Morrison.

Photos courtesy of Ray Rickerd.

04/06/1986 *Ottawa Citizen**Alexandria**Ottawa New*

VIA shares in costs of oil reservoir.

VIA Rail and the City of Ottawa will contribute jointly to the construction of a \$135,000 underground oil reservoir to prevent oil and fuel spills at Ottawa Station from seeping into the Rideau River. The reservoir will be built on the east bank of the Rideau River south of Hurdman Bridge. VIA will be responsible for pumping out the reservoir: its share of the construction cost will be \$60,000.

20/11/1989 *The Star**Alexandria*

Former Gloucester football star Keith MacIsaac tackled the most important game of his life Nov. 18 in a collision with a speeding passenger train in Vars.

The 27-year-old Gloucester man was travelling southbound alone on Rockdale Road at John Street and Division Street at 10 a.m. on Saturday morning when he saw railway crossing lights flashing. He hit the brakes, slid on the wet snow and black ice and veered into a ditch before slamming into the side of the train.

The front of MacIsaac's 1987 Chevrolet sedan was sheared in half at the dashboard, reported Rockland OPP Const. Brad Hampson.

"It's a miracle he survived, thank God he was wearing his seatbelt," said Hampson.

MacIsaac suffered a severe head cut resulting in 40 stitches, torn knee ligaments, abdominal injuries and a chest bruise from the lifesaving seatbelt. He underwent surgery on his left knee later that night.

"I have never seen a car more damaged," declared Denis Desjardins, owner of Capital-Cumberland Towing.

"We brought the jaws of life but as it turned out we didn't need them," said Captain Sam Dagg of the Cumberland Fire Department. The driver was dragged a couple of hundred feet with the rear section of the car.

"The roof was off, and all we had to do was cut his seatbelt," Dagg explained.

Sophie Prudhomme, 11 and Josee Landry, 10 were cross country skiing 40 feet from the tracks when they heard the crash.

"We heard a boom and saw what we thought were two cars parked by the tracks. My father ran out and realized it was one car split in two," Josee said. "I was scared." Aime Prudhomme, Sophie's father called the 911 emergency number.

Claude Bertrand, owner of Vars Restaurant, also heard the crash and ran out to see what had happened.

"Blood was pouring from a cut on (MacIsaac's) head," said Bertrand who described the scene. Pieces from the wreckage were scattered over a 300-foot area, and several hundred feet from the crash site lay a tireless wheel rim shredded as thin as the foil in cigarette pack. Bertrand said.

MacIsaac's father, Arthur, spoke briefly to The Star from his Gloucester home Nov. 18 before hurrying back to Ottawa General Hospital to see his son.

"The car was cut in half - I don't know what happened, but I guess the old fellow upstairs was looking out for him," said MacIsaac who believes his son owes his life to both his seatbelt and his good physical condition.

Non railway items omitted

"Keith was alert last night (Nov. 18) and the cuts on his face and hands are healing. He's got a sore lower back and his left knee is banged up, but in a year's time he should be back to the way he was," he said.

Responding to Saturday's train accident proved painful for some Cumberland firefighters.

Several remembered the July 23 train accident that claimed the life of Gloucester fireman Lawrence Cashman. Cashman was hit by a passenger train on an unlit crossing on Sand Road in rural Vars. The 31-year-old husband and father of two was killed instantly. A couple of last Saturday's firemen were Cashman's friends. Both train collisions happened only a couple of concessions apart on the same line of track at Vars.

15/01/1990 *Ottawa Citizen**Alexandria**Ottawa*

Requiem for a lost Canadian.

Heartbroken supporters say farewell.

With a mournful blast of its whistle. The Canadian pulled out of Ottawa for the last time Sunday as about 300 protesters bade farewell to a victim of the VIA cuts.

More

In another part:

Parting no sorrow for Jim and Lenny.

Aboard the Canadian Jim Barney and Lenny Austin turned a page of Canadian history Sunday, and in so doing, they closed their own careers.

The two men had the privilege of being the locomotive engineers who drove the Canadian out of Montreal Sunday for the first leg of the transcontinental journey. More, including description of a ride in the cab.

26/11/1990 *Ottawa Citizen**Alexandria*

Budget grinch axes Santa Claus train.

Doctor Zeuss would not be impressed! Budget constraints have meant that VIA Rail Canada has had to axe its highly successful Santa Claus train between Ottawa and Montreal. The attraction had become a yuletide tradition in Ottawa over the past decade or so. The critics are blaming VIA but the fault really lies in the level of subsidy which the crown corporation currently receives from the federal government. Unfortunately, today's bottom line economics don't leave room for such luxuries as Santa trains. What a pity..

14/01/1991 Ottawa Citizen?

Alexandria

Carlsbad Springs

Derailment cuts service to and from Montreal (with picture)

VIA Rail service between Ottawa and Montreal remained cut this morning as workers cleared the mess of Sundays CN freight train derailment near Gloucester. Until the tracks are repaired, VIA trains to and from Montreal are being replaced with bus service, said Paul Garneau, VIA's manager of station services in Ottawa. About 300 VIA passengers took the bus Sunday.

CN district manager Andre Pronovost said this morning he expected the tracks to be cleared, repaired and back in service by 3 p.m.

Thirteen cars from a Montreal-to-Ottawa freight train jumped the tracks at Russell Road and Farmers Way near Carlsbad Springs at about 2:45 a.m. Sunday.

No one was injured and no hazardous substances spilled in the Russell Road mishap. It will take several days to establish the cause of the derailment and a damage estimate, CN spokesman Richard Boileau said today.

The cause is still under investigation, Pronovost said a damaged car carrying rolls of steel may have broken the tracks.

Officials from Environment and Transport Canada were on the scene to ensure the derailment did not cause any dangerous leaks. Some cargo that concerned officials included battery fluids and naphtha, a flammable petroleum distillate commonly used as fondue fuel.

One box car that particularly concerned officials contained dangerous chemicals including naphtha, phosphoric acid and ethamine. It was, opened shortly after 6 p.m. Sunday and was found to be safe, said Fred Scaffidi, a Transport Canada spokesman.

CN brought two cranes from Montreal to lift the strewn cars from the snowy banks onto the tracks.

Transport Canada official Noel Sabbagh said there was no evidence of leaking. Area residents had no reason to be alarmed he said.

24/02/1991

Alexandria

Vars

Woman confused by whistle

Train kills pedestrian in Vars.

A mentally handicapped woman was hit and killed Sunday by a passenger train in Vars.

The victim has been identified as Carol Louise Greene, 51.

Greene had lived at Residence Gregoire in Vars, a home for the mentally handicapped for 3 1/2 years.

Lucien Goyette, residence manager, said Greene and another patient were walking along the tracks about noon Sunday and became confused when they heard the approaching train's whistle,

"She attempted to walk in front of the train," he said.

Goyette said he had warned Greene not to walk too close to the tracks which run about 70 metres from the residence.

24/02/1991

Alexandria

Vars

Vars. Train kills patient

A psychiatric patient died after being hit yesterday by a passenger train in Vars - about 20 km south east of Ottawa.

The OPP said Carol Louise Greene, 51 was killed when struck by a VIA train in the village.

An investigation is under way, said Rockland OPP Const. Richard Croney.

The manager of Residence Gregoire, a psychiatric group home where Greene stayed for the past three years, said he had warned her to stay off the railway tracks.

The residents will likely hold a memorial service for Greene, said Lucien Goyette.

14/05/1991 Le Droit

Alexandria

Ottawa

"PANORAMA" RETURNS TO OTTAWA; Once upon a time, it was Canadian National's alternative to the "Super Continental". Alas, the train died in the late 1960s in the post Expo 67 slump in passenger rail traffic.

Now, VIA Rail has resurrected the name in Ottawa with the christening of its new first class lounge on May 14.

Similarly-named facilities are located in Montreal and Toronto. The Ottawa lounge takes up the former Operator's office and crew "booking room" on the east side of the concourse.

01/11/1991 Branchline

Alexandria

Ottawa

ENERGY EFFICIENCY IMPLEMENTED AT OTTAWA STATION: VIA Rail Canada has embarked upon an ambitious energy efficiency campaign at Ottawa Station. The effort is part of a large campaign that finds the passenger rail corporation getting on board the environmental band wagon.

Specific work at the 25-year-old Ottawa Station include a low-energy lighting system in the concourse; high pressure sodium lighting in the parking lots and revisions to the station power plant that will reduce steam production, leading to annual savings of \$50,000,

From an environmental perspective, VIA has removed its fuel racks - located at the west end of the station. All fuelling now takes place from a tank truck and the removal of the racks and underground storage tanks will clean up an environmental hazard that has seen oil slicks periodically contaminating the nearby Rideau River.

In an effort to cut costs, the station boilers will be converted from bunker C to light fuel oil although one wonders why the company didn't opt for much cheaper natural gas as a source of primary energy.

Other "green" programs include paper recycling and enhanced employee awareness. (Vialogue, Volume 13, No. 4)

05/03/1992 Canadian Press

Alexandria

BROKEN AXLES CAUSE DERAILMENTS: On February 18, two LRC coaches on Ottawa-Montreal Train 34 derailed at speed at Glen Robertson, Ontario, when an axle broke. Fortunately there were no injuries.

A similar derailment occurred at St-Lambert, Quebec, on February 29 when an axle on one LRC coach on Quebec-Montreal Train 621 failed.

These derailments, plus a similar one at Ottawa in 1991, have resulted in VIA stepping up the frequency of axle testing of LRC rolling stock in line with recommendations made by the Transportation Safety Board. (Canadian Press, 05/03/92 via Branchline)

25/10/1993 Montreal Gazette

Alexandria

Casselman

Two O.P.P. officers killed at crossing.

On October 24, two Ontario Provincial Police officers were killed when their cruiser was struck by VIA's Ottawa-Montreal Train 34 at a protected crossing in Casselman, Ontario, 50 km. east of Ottawa. Witnesses stated that the crossing warning lights were working.

01/10/2000 Ottawa Citizen

Alexandria

Limoges

Town to bid a final adieu

By Joanne Laucius

Residents of the Town of Limoges plan a mass gathering next to the railway tracks to watch a black-draped train carrying the casket of Pierre Trudeau speed past tomorrow morning.

Aurele Constantineau, fire chief in the town about 30 kilometres from Parliament Hill, is meeting today with officials from schools, the boy scouts, firefighters and other groups who plan to meet in the parking lot of a hotel to watch the train pass.

A crane is to bear a huge Canadian flag that once flew over Parliament Hill.

One train journey thirty years of memories.

As the funeral train made its way from Ottawa to Montreal yesterday morning, thousands gathered on railway platforms along the route to pay homage to Pierre Trudeau, and witness, however fleetingly, a moment of history passing by.

The silver train, pulled by engine 6433, sounded its whistle as it rolled into each town and village. Invariably, the train slowed, but did not stop, as Mr. Trudeau's sons smiled and waved to the crowds.

The journey took about two hours that summoned up more than 30 years of memories as ordinary Canadians recalled Mr. Trudeau and his effect on their lives.

Woman dies after being hit by train

A resident of the Vars area in her 40s died early yesterday morning when she was hit by a freight train.

Ottawa police say the woman was walking on the railway right of way when she was struck by the train at about 2:55 a.m. Her name has not been released.

The investigation has been concluded. Foul play is not suspected and no charges are pending.

Vars is 30 kilometres southeast of Ottawa.

Bang from train shunting 'just a little louder than usual' and led to an ethanol leak

Keith Jack thought it had to be some wise guy banging on the door of his apartment just before 3 a.m. yesterday, telling him to throw his clothes on, evacuate his apartment and run over to the nearby Maxville Manor seniors' residence.

Mr. Jack was awakened by a loud bang in the nearby rail yard, but thought nothing of it, figuring the railway cars were merely shunting as they always do. An evacuation in Maxville? Come on.

"I thought the guy was joking and I said this better not be a joke," he yesterday. "It was just about 3. The bang was just a little louder than usual, just like when two freight cars come together. But I looked out when I heard it and didn't think it could be anything serious."

But it was no joke when a railway car carrying ethanol, a volatile flammable liquid, bumped another car and broke open, leaking gas into an area behind the seniors residence, which includes a stream. Emergency personnel ordered an evacuation of the area. That sent about 200 Maxville residents, including 120 residents of the Manor, to the Maxville and District Sports Complex.

Maxville Mayor Bill Franklin declared the area in a state of emergency about 5 a.m. Roadblocks were set up on the outskirts of town, closing regional roads 20 and 22, including a roadblock at St. Elmo to the north. Two schools in the village were also closed along with the bank and other Main Street businesses.

"The home is naturally pretty

quiet at that time of the morning and staff on duty heard a large bang," said Craig Munro, executive director of the manor. "It wasn't long after that we got the call that we were going to have to move everyone out.

"It was the first time we had ever had to pull everyone out of the facility and with an average age of 85 among the residents, it was quite an effort by staff.

"We've got to keep them amused and fed and it is quite an undertaking. But everything was orderly and we evacuated without any problems. It would have been a lot more difficult if the time required to be out of the home had been lengthy."

The residents, many of whom suffer from Alzheimer's disease, and many others who must use wheelchairs, seemed unfazed as they waited in the sports complex for family and relatives, who arrived through the day to make sure they were all right. Some took relatives to their own homes, while others waited things out.

The home began calling relatives

first thing in the morning, and many arrived fearing the worst, only to enjoy the relief of finding their loved one safe. Several praised the staff. "Everyone here is marvellous," said Anne-Marie Bazinet-Miller, who arrived to find her go-year-old mother, Theresa, in great cheer. "The staff was nothing short of extraordinary."

A team composed of emergency services personnel, experts with the Ministry of the Environment and members of council met through the morning in two hours intervals for updates and to plan a course of action. A group of rail workers transferred the ethanol from the damaged tanker into another tanker. Approval for the residents to return to their homes came about 1 p.m.

Via Rail communications officer Seychelle Harding said the accident affected about 330 passengers in Montreal and Ottawa after 6:45 and 10 a.m. Trains between the two cities had to be cancelled. Via offered the rail passengers bus transportation.

Maxville rail mishap forces evacuation.

Bang from train shunting 'just a little louder than usual' and led to an ethanol leak.

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Township out-of-pocket for train derailment emergency costs

The township of North Glengarry has learned that it is facing an arbitrary "deductible" of \$96,000 before the province will help pay for the costs of the Maxfield train derailment emergency which happened last May.

The township declared a state of emergency when an Ottawa Central Railway tanker containing ethanol was derailed and started leaking its contents in the town of Maxfield.

Mayor Bill Franklin explained that when township treasurer Joanna Levac applied to the province to recover almost \$50,000 it spent on the emergency she was told by Ministry of Municipal Affairs staff that the township was expected to cover any costs under dollars \$96,000.

That "surprise" finding was part of the background delivered to North Glengarry's chief administrator Vanessa Sutton prepared a resolution in response to the policy, petitioning the minister of Municipal Affairs to eliminate the requirement for townships to internally fund emergency response costs.

In her presentation to council Sutton explained that the provincial practice was an internal policy and not in legislation. "Their logic is that (\$96,000) represents about 4% of our total budget and we should just be able to absorb these costs," explained Sutton. "but what resolution is saying is that that might be okay for Toronto or a larger municipality, but in rural Ontario we have tremendous road and bridge maintenance costs, (that are) excessively burdensome, and it, (the policy) is not fair to rural Ontario," stated Sutton.

Later in the meeting Council was also presented with a resolution by Public Works manager Andre Bachand recommending that the township accept an offer from Ottawa Central Rail to pay \$23,410.59 to cover costs the township incurred during the Maxfield emergency last May. He told council members that although OCR's offer was \$4,207.98 short of the townships original invoice they might not recoup their costs if they chose to fight for the full amount. Council voted to adopt both resolutions.

01/08/2006

Ottawa Citizen

Alexandria

Ottawa New

Rail Station Celebrates 40 years

VIA Rail's Ottawa train station celebrated its 40th anniversary yesterday. The station was designed by B. Parkin & Associates and was commissioned by the National Capital Commission. It was built in 1966 and won the Governor General's Massey Medal for Architecture in 1967.

11/05/2007

Ottawa Citizen

Alexandria

Ottawa New

OTTAWA STATION WINS AWARD FOR MODERN DESIGN:

Ottawa's 41-year-old railway station is being honoured with a prestigious architecture award that recognizes its enduring design quality. The Ontario Association of Architects bestows only one Landmark Award each year to recognize buildings 25 years or older that are notable examples of architecture in Ontario. Ottawa's train station is "a great example of the purity of good modern design, which is generally lacking in much of Canadian modern from that period and almost wholly lacking in Ottawa," says Ottawa architect and heritage consultant Mark Brandt. The exposed steel trusses of the Ottawa train station give the roofline a dramatic character. The award also draws attention to the need to preserve modern buildings that may be maligned or taken for granted. The traditional view of heritage architecture is of stone or brick buildings from the 19th century. But many heritage activists, architects and planners are lamenting the loss of good examples of 20th-century design.

In fact, the station's heritage quality may already have been compromised. Owned by VIA Rail, the Ottawa station was designated a heritage station under the federal Heritage Railway Stations Protection Act in 1997. However, the designation came too late to protect it from permanent damage. In 1990, VIA Rail, in an effort to "brighten up" the station, coated the beautifully finished concrete columns with a beige epoxy that looks like vinyl wallpaper. Removing it now would ruin the original concrete finish, says Silvio Baldassarra, vice-president of NORR, the successor firm to John B. Parkin Associates of Toronto, which designed the station. Making a non-reversible change runs counter to heritage principles. The rules are stricter today. Last year, NORR wanted to present VIA Rail with a set of black and white framed photographs of the station taken in 1966. Representatives of the firm envisioned the powerful images hung on the walls of the ramp. Mr. Baldassarra said officials with the federal Department of Public Works refused because they didn't want holes in the walls. However, he says the holes would be no bigger than the existing "honeycomb" surface of the wall. He plans to approach Public Works again.

Commissioned by the NCC and built in 1966, the station won a Massey Medal for architecture the following year. Gene Kinoshita and Ted Sievenpiper were the building's designers. "The building is still true to its original intent and design using very few materials and colours," says Mr. Baldassarra. "It echoes the grandeur of the great railway stations in Europe. It's a bit spiritual, almost like a cathedral." The strength of the design is witness to a time when there was less design-by-committee and consultation with "stakeholders." The large roof (45 metres wide, 99 metres long and hovering almost 10 metres above the concourse floor) is supported by eight massive tapering concrete columns. The exposed cantilevered steel trusses give the roofline a dramatic character. The interior features an open plan waiting area, a circular ticket office and a spiral ramp leading to the far platforms. "It really is an inspiring space," says Mr. Brandt. "It evokes the memory of 19th-century train sheds and the dynamism of train transport, but in a thoroughly modern way."

15/08/2007

Ottawa Citizen

Alexandria

A man was killed after being struck by a train in east rural Ottawa yesterday. Ottawa police said the man was struck by a Montreal-bound VIA train between Rockland and Devine roads just after 7 a.m. The collision forced the delay of passenger train traffic on the busy corridor. The train was held on the single-track corridor with 96 passengers aboard until the coroner was finished investigating. A second train that was supposed to arrive in Ottawa from Montreal at 8:38 a.m. was stopped. Buses were sent to pick up passengers.

18/08/2007

Ottawa Citizen

Alexandria

Walkley

Thomas the Tank Engine visited the Ottawa Walkley rail yard yesterday, much to the delight of Cameron Beech, 3, and his seven-month-old sister, Catherine, who were among the excited children who had a chance to take a ride on the train. It's part of a 'Day out with Thomas' show running this weekend and again Aug. 24-26, which also includes storytelling, music and other activities. Tickets are available at ticketweb.ca. (with picture)

08/09/2007

Ottawa Citizen

Alexandria

Police probe rail signal tampering.

Ottawa police and VIA Rail investigators are looking for someone who tampered with rail traffic signalling lights and crossing barriers in the city's east end.

Twice within the past two weeks, items that cause the barriers and barriers to malfunction - the barriers stay down after a train passes - were put on the tracks at Boundary Road and Eighth Line Road. OPP recently investigated a similar incident at Casselman,

31/07/2008

Canada Newswire

Alexandria

VIA RAIL TO IMPROVE OTTAWA TO MONTREAL RAIL LINE: VIA

Rail plans to invest more than \$25M on a multi-phase, multi-year program to modernize key parts of its rail infrastructure between Ottawa and Montreal. These improvements are part of VIA Rail's overall capital investment plan. In this first phase, upgrades to the Ottawa-Montreal line will include the addition of a 0.76-km long passing track approximately 16 kilometres east of Ottawa, near Carlsbad Springs, a project which will be carried out by PNR RailWorks. The siding will be constructed with remote-controlled power switches tied into the existing Centralized Traffic Control system and Rail Traffic Control dispatch system.

The siding will also be equipped with a back track for the storage of maintenance equipment, when required. VIA will also be installing new continuously-welded rail and performing other associated track work over some 40 track-miles between Coteau, PQ, and Moose Creek, ON. This work, which is expected to be completed within the next few months, will be carried out by Total Track.

Additionally, structural rehabilitation of the bridge over the South Nation River in Casselman, a project which has been awarded to SEMA Railway Structures, will also be completed. "These initiatives will improve comfort, speed, ride quality and reliability," said VIA Rail president and CEO Paul C6te. "They will also enhance overall safety, and increase scheduling flexibility and capacity for additional trains. Just as importantly", he noted, "a more efficient operation will also contribute to reductions in fuel consumption and greenhouse gas emissions."

Hawkesbury mayor makes pitch for operating steam train in Eastern Ontario

Charlebois seeks investors to buy grounded Wakefield train to boost area's economy.

The mayor of Hawkesbury wants investors to operate the Hull-Chelsea-Wakefield steam train in Eastern Ontario to create a "motor of economic development" for the town.

Mayor Jeanne Charlebois met Andre Groulx, the train operator, earlier this week to discuss operating the train on the track that carries Ottawa Central Railway freight and VIA Rail passenger trains.

She has also consulted Ottawa Central Railway officials about the possibility, she said.

Mrs. Charlebois said the train could stop in L'Orignal, Hawkesbury, Van-kleek Hill and at the Glengarry Highland Games in Maxville.

The steam train has been parked since May, when a landslide near the track forced the business to close. Since then, the owners of the train have put the operation up for sale and say they have received half a dozen interesting offers. The asking price is \$2.5 million.

Mr. Groulx, who has run the train for his father-in-law, Jean Gauthier, for 14 years, said he will probably have to sell the train to a buyer from the U.S. or somewhere else in Canada. He added he has two serious offers from buyers who want to operate the train outside the Outaouais.

The three municipalities that own the tracks for the Hull-Chelsea-Wakefield steam train have rejected an offer from a buyer interested in operating the train in the Outaouais, increasing the chances that the train will leave the region.

"We are trying to find business people or investors in the Ottawa-Gatineau region who would be interested in buying the train because there is a track here," Mrs. Charlebois said.

"It would be better if the train stayed in the region instead of going elsewhere in Canada or to the United States."

Mrs. Charlebois said the train could run on CN Rail and VIA Rail track to the Glengarry Highland Games in Maxville and to Limoges 35 kilometres east of Ottawa, which will be the location of the \$50-million Valcartier Village Vacations water park. (CN owns some of the rail lines that carry VIA trains.)

"Can you imagine going from Hawkesbury to the Tulip Festival by steam train for the day and then returning home?" Mrs. Charlebois asked.

"The train could eventually travel between Montreal and Ottawa if VIA Rail agreed.

"This would be an extraordinary asset for our region in tourism and economic development, creating 100 jobs over six months of the year. It would be a natural link to all the attractions in our area. We could even have special trains for Halloween and Christmas."

Commuter rail to Alexandria a possibility by next year

Casselman mayor has high hopes for pilot project after area leaders meet with VIA president

A pilot project that would see VIA trains taking commuters between Alexandria and Ottawa could be in place by fall 2009, the mayor of Casselman said yesterday, but any integration into Ottawa's transit system will have to wait until big questions about downtown light rail are settled.

"In the past six months we've been getting regular phone calls. They want to know when the train's going to start," said Mayor Conrad Lamadeleine. "There's hope that next year we would be experiencing a pilot project."

Mr. Lamadeleine met VIA Rail president Paul Côté in Montreal yesterday, along with Ottawa Mayor Larry O'Brien and Smiths Falls Mayor Dennis Staples, to discuss regional commuter rail using VIA's property.

"VIA made it very clear that they wanted to work with us to look at the capacity of the current system to host some additional ridership," Mr. Staples said.

The idea of a regional rail service built mostly on existing tracks was sparked by a recommendation last summer by the mayor's task force on transportation.

Discussions about the system were furthered at a regional mayors' meeting hosted by Mr. O'Brien in June.

The rail line from Alexandria in the east has scheduled improvements such as installing a passing track at Carlsbad Springs that should make a pilot project possible by 2009, Mr. Lamadeleine said. The village mayor estimated that as many as 1,000 people would use the service that would terminate at Ottawa's main VIA station.

A pilot project for the commuter rail to the south of Ottawa is further down the line. Mr. Staples said Smiths Falls will start work immediately to identify what the exact need would be for the service, though he's certain it will be welcome.

"We have a number of people in our community who would be happy to use a line from our city through to the Fallowfield station," he said.

Mr. O'Brien said he was pleased with the commitments Mr. Côté made at yesterday's meeting, which included integrating OC Transpo's planned SmartCard payment system into any future commuter rail.

"We agreed that that once (Ottawa's transit) system has been approved by council we would see what integration would be needed to ensure that the systems work together," he said.

The City of Ottawa has decided on a \$4-billion transit plan that includes a tunnel in the downtown core and expanding rail to the east, west and south. However, city council has not yet decided in what order the features of the plan will be built.

Bay Councillor Alex Cullen, who chairs the city's transit committee, said he expects discussion of the new rapid transit system to dominate this fall's public consultations on the city's transportation master plan, which were announced yesterday.

"I don't want to call (light rail) the elephant in the room, because everyone knows about it," he said, adding that issues such as cycling, walking and roads should all be addressed at the meetings.

Mr. Cullen said he expects city staff will unveil several possible schedules for building the transit system on Sept. 9, before the public consultations take place. He said he presumes most of those options will see the downtown tunnel built first, but after that there are many possibilities.

Planned renovation for the Casselman train station are on hold, according to Casselman Mayor Conrad Lamadeleine, as the municipality awaits official transfer of the property into its name.

With picture.

With support from Via Rail, the Casselman Via Rail station park and ride have been made available to the Village of Casselman where a second shelter is being installed.

RailTerm transferred its maintenance base to the east side of the village, freeing up the heritage station for use.

Gyllenhaal sci-fi thriller to film at train station

'Modern futuristic' feel draws producers

Actor Jake Gyllenhaal is coming to town in late March to film scenes for a big-budget science-fiction thriller at the Ottawa train station.

Gyllenhaal, from *Brokeback Mountain*, *The Day After Tomorrow* and the cult thriller *Donnie Darko*, is the star of *Source Code*, a thriller about a soldier who inexplicably awakens in the body of a commuter and is forced to solve a mystery about a harrowing train bombing.

Duncan Jones, son of music icon David Bowie, is the director of the movie, which is budgeted at about \$35 million, according to press reports. Oscar-winner Ben Kingsley is believed to be in the cast, although the producers would not confirm it.

The Ottawa train station will figure prominently in the movie and was largely chosen because the architecture of the building has a "modern, futuristic" look to it. A production crew totalling more than 150 people may come to the city for at least four days of shooting in late March.

The film's producers were impressed by the architecture of the station and how it fits the storyline of their movie.

Built in 1966 and designed by John B. Parkin & Associates, it won a Massey Medal for architecture in 1967 and was named by the Royal Architectural Institute of Canada as one of the country's Top 500 buildings of the last millennium.

It's believed this is the first time a movie of this scale has been filmed at the Tremblay Road station.

VIA Rail spokesman Malcolm Andrews said the station will not close during filming.

"We just let them know what kind of hours they will be able to use it so it's not inconveniencing our customers or interfering with our normal train operations," he said.

The film will be shot mostly in Montreal, starting in early March. It is among a number of outside productions expected to revitalize the struggling film industry in Montreal. As well, it may help revive production in Ottawa, which also suffered in 2009.

Roch Brunette, head of the Ottawa-Gatineau Film and Television Development Corporation, said outside productions always help Ottawa's film industry and bring needed revenue to the city.

16/03/2009 *CTV ews**Alexandria*

Feds spend millions to upgrade rail line to Montreal

Updated: Mon Mar. 16 2009 17:47: ctvottawa.ca

The federal government is poised to announce a significant upgrade to the rail line between Ottawa and Montreal on Tuesday.

CTV Ottawa has learned at least \$10 million will be spent to help improve Via Rail travel time between cities.

The funds to upgrade the Ottawa-Montreal route were put aside in the 2008 budget.

Other upgrades that were promised this year are expected to speed up Via Rail train travel between Windsor and Quebec City.

17/03/2009 *CBC News**Alexandria*

Better, faster train service coming to Ottawa, Toronto and Montreal

Transport Minister John Baird said Tuesday that infrastructure improvements could cut Via Rail's Montreal-Toronto travel time back to four hours. (CBC)

The federal government has plans to boost passenger rail service to Ottawa, Montreal and Toronto, Transport Minister John Baird announced Tuesday.

Baird made the announcement that track improvements are coming down the line after riding into Ottawa's Via Rail station by train.

The government plans to add two more trains in both directions between Ottawa and Montreal, he said.

He also announced plans to get trains that are already running between Montreal and Toronto to move faster.

"Improved infrastructure means safer rail travel," Baird said. By eliminating delays and congestion, trains would be able to reach their destinations faster, he said.

That's a commitment, Baird said, that could cut the travel time between Toronto and Montreal to four hours, making the trip as fast as it was in 1973, when the Canadian Turbo Train was still in operation.

And the idea of bringing a high-speed train to the corridor between Windsor and Quebec City is still on the table. The idea's been studied many times over the past 30 years, and another study is underway.

"I think before we make a \$30-billion decision "I think a \$20- or \$30-billion decision" what we should do is get the facts in front of us," Baird said. "That's what Canadians expect."

Canadians should also consider what they'll lose if the government doesn't invest in faster train service, said Paul Langan of the group High-Speed Rail Canada.

"Moving forward with these baby steps," he said, "we're never going to have a modern passenger service."

18/03/2009 *Ottawa Sun**Alexandria*

Government of Canada and Via Rail complete upgrades

Major improvements to passenger rail service in the Ottawa area will make

VIA Rail Canada faster and more reliable for passengers. Canada's Transport

Minister John Baird, Donald Wright, Chairman of the Board at VIA Rail

Canada, and President and CEO Paul Côté, announced over \$13 million of

improvements are now complete. This investment supplements the \$516M

announced for VIA Rail in 2007 for capital requirements. This second phase

of the revitalization plan will help VIA Rail consolidate previous

investments and continue renewing its assets while securing VIA's plans for

continued growth. "I applaud the Government of Canada for its recognition of

the potential of passenger rail through additional investments in VIA's

network," said Wright. "It is in this spirit that we have planned for the

wisest possible use of these funds." Upgrades so far on VIA's network

include a \$12.5M investment in the Alexandria Subdivision, between Ottawa

and Montreal as well as similar improvements currently underway on the

Smiths Falls Subdivision between Toronto and Ottawa. In addition, major

renovations worth some \$500,000 were made to the Ottawa station, which will

allow VIA to serve customers more efficiently and will address operational

and safety needs.

(Canada NewsWire 090317, Ottawa Sun 090318)

Subject: The Train to the Games

The Transport Board (TEO) and the Highland Games announce the Train to the Maxville Games

Dateline Casselman and Maxville : June 10th 2009

The North Glengarry Prescott & Russell Transport Board (TEO) and the Glengarry Highland Games announce details of the train excursion to and from the Glengarry Highland Games at Maxville on Saturday August 1st 2009.

The cooperation among the Board, VIA Rail Canada, the Highland Games and the Scottish and Irish Store in Ottawa – is noteworthy. The excursion from Ottawa is offered with a goal of traffic reduction and for greener travel to the Games.

On Saturday August 1st, a VIA Rail Canada train will be used to carry 68 persons from Ottawa to the Highland Games in Maxville. The morning departure towards Maxville will leave Ottawa at 9:55 am, and the return trip will leave Maxville about 6:50 pm toward Ottawa, allowing the participants to take in most of the events.

The number of seats being limited, prospective passengers should buy their combined tickets (train with Games) early. The VIA deadline is the end of June so time is of the essence.

The train fare will be \$30 return from Ottawa for all ages (children under two free) and admission to the Games will cost \$20 (children under 12 free).

The organisers wish to thank VIA Rail Canada for making this exceptionally low fare available!

Tickets may be purchased at The Scottish and Irish Stores:

194 Robertson Rd. (Bell's Corners) tel. 613.829.2251

1713 St-Laurent Boulevard (nr. Innes Rd) tel. 613.739.3393

11/05/2011 Ottawa Citizen

Alexandria

A 36-year-old man was taken to hospital with a serious head injury Wednesday morning after his vehicle struck a VIA Rail passenger train near St. Laurent Boulevard and Tremblay Road in an apparent suicide attempt.

Rescue crews were called to the scene near Triole Street, just east of St. Laurent, at about 8:30 a.m.

VIA Rail spokeswoman Elizabeth Huart said 78 people were on board the passenger train when the crash occurred, and that no one was hurt. It had been heading to Ottawa from Montreal and was due to continue on to Toronto. All passengers were bused from the accident site to the Ottawa station, and VIA hired one coach bus for everyone making their way on to Toronto.

Huart said train operations were back to normal by 10:40 a.m. Train 32 from Ottawa to Montreal and Train 55 from Montreal to Ottawa were both delayed by about 30 minutes, she said.

In the Snelling Paper & Sanitation Ltd. parking lot off Triole, quite close to the tracks, police strung yellow tape across the Toyota Pathfinder SUV's access route, a small set of tire tracks worn into the earth past the curb.

One worker at Snelling said he saw a man sitting in the parked SUV, facing the tracks, when he arrived at about 5:30 a.m. People often congregate in the area near the St. Laurent overpass, he and other workers said.

"Basically I saw the (SUV) just parked in the corner," said Tony Diotte, 28. "I saw his arm out the window, I saw a cigarette, that's it."

Tony said he parked the company van quite close to the SUV at one point in the morning, but didn't speak to the driver.

I don't know why the three of us didn't go out and say something, Tony said of himself and two other staffers who saw him parked there. That's the worst part; we stood around here saying, 'We should go say something,' but we never did. And now that I found out what happened, I feel a little guilty. We could have prevented it.

Generally we kick them out, or when they see us coming in, they leave. This guy was determined, I guess.

The driver's-side door hit the train and the force of the impact pushed the SUV about 100 metres down the tracks.

Firefighters had to remove the driver's-side door to get to the victim, who was unconscious when paramedics first reached him. About 15 minutes after the ambulance reached The Ottawa Hospital's Civic campus trauma unit, the man regained consciousness. He was listed in serious condition.

Wednesday's crash is the second train-vehicle collision in as many days. On Tuesday, two men escaped with minor injuries when their pickup truck was struck by a railway maintenance car on Riddell Drive.

Time-travelling Senators don fedoras and plaid suits, for '50s-style trip to Montreal

In the winter of 1924, when the railway was the only way to travel for pro hockey players, the train carrying the Ottawa Senators to Montreal for a game against the Canadiens got stuck in a snow drift.

With no way to communicate with the outside world, a young King Clancy and forward Cy Denneny, both future Hall of Famers, made their way out into the blizzard to find food for the rest of the team. On their way back, Denneny fell into a well that had been covered by snow and had to be hauled out. The Senators finally arrived at their hotel the next morning, but many hours late for their game with the Habs the previous night.

Train travel has long been a part of the past for the National Hockey League, although the modern-day Senators, decked out in fedoras, custom plaid suits, silk ties and highly polished black shoes, did their best to evoke the romance of that era Tuesday by taking the train to Montreal for Wednesday night's game against the Canadiens.

"It's fun and something different," said Chris Phillips, who has become a fan of the team train travel. "We took the train a number of years ago and I loved it and definitely wanted to do it again. It's a great way to go."

From hockey's earliest days and well into the 1960s, teams would book coach cars for overnight trips, and their players would settle into their seats to play cards, horse around and, naturally, share a drink or two, while forming deep bonds of brotherhood.

In one famous incident in the 1950s, members of the Detroit Red Wings got into a fight with players from the Chicago Blackhawks, who were in the next train car, after a brawl-filled game that night in Detroit. In the rematch the next night in Chicago, the two teams went at it again, with several players, including Detroit's Ted Lindsay and Chicago's Eric Nesterenko, ejected from the game.

Travel could hardly be more different in today's NHL. The players are treated like celebrities, everything is taken care of for them, their equipment is moved and waiting for them once they arrive at the rink, flight and travel arrangements booked, and their meals and training room time methodically planned.

Just about the only thing the current NHL star needs to focus on is lacing up his skates and playing the game.

The end of train travel is a source of regret to many fans.

"The distances between cities are so great now I don't think they can travel by train anymore," said Len Lawson, a longtime hockey fan who can remember well the days when the Original Six travelled by rail. "Players are certainly pampered now, but they're our heroes."

The event also gave the players a chance to have a bit of fun fantasizing about what it would have been like to play in that era.

Phillips said he thinks the flair of smooth-skating defenceman Erik Karlsson would have brought a different dimension to the game.

"It would be pretty incredible to see what he would be able to accomplish. I don't know if he could handle the travel, but on the ice he'd be fit for it."

03/03/2014 CFRA

Alexandria

Alexandria

An extra locomotive on a VIA Rail train caught fire Sunday afternoon just east of Ottawa.

A rider on the train tells CFRA VIA staff evacuated the people in the back car, closest to the extra locomotive being pulled by the train to another destination, to others seats while the fire was put out by crews from Alexandria's fire department.

The train stalled at Canyon Concession Road near Alexandria around 4 p.m. It got rolling again at 6:30p.m. and VIA Rail did not need to send buses for the passengers though, a VIA Rail spokesperson told CFRA they were prepared to.

The stalled train was coming from Montreal, stopping in Ottawa then continuing to Toronto it's train number 57. VIA Rail says the stalled trip will delay number 59 from Toronto to Montreal by about 40 minutes Sunday evening.

There were no injuries and no word on what caused the fire on the locomotive - which was non-operational and just being pulled by the train to another destination.

<http://www.cfra.com/news/2014/03/02/via-rail-extra-locomotive-catches-fire-near-alexandria>

02/09/2014 Ottawa Citizen

Alexandria

Carlsbad Springs

A fatal collision Sunday evening on the tracks near Carlsbad Springs in east Ottawa delayed 119 passengers en route to Ottawa from Montreal by more than two hours. Train No. 59 struck a trespasser on the tracks near Russell Road at around 6 p.m., said Via Rail spokesman Malcolm Andrews. The tracks were closed while police investigated, but Andrews said the tracks were cleared at around 8:15 p.m.

26/09/2014 Ottawa Citizen

Alexandria

Ottawa-Montreal Via trains delayed

Pickup truck struck, one person hurt

There was no screeching, no significant disturbance on board, but it was clear we were stopping suddenly.

People travelling by rail between Ottawa and Montreal were being warned of delays Thursday night after a Via Rail train hit a pickup truck near the provincial border.

Via spokeswoman Mylène Bélanger said Train 59, which left Montreal at 4 p.m. Thursday, hit a vehicle at a private crossing near De Beaujeu, Que., about two hours east of Ottawa, at about 5 p.m.

None of the 62 passengers on board the train was hurt, Bélanger said. She said she was told that a person inside the truck was injured but alive.

Local police were investigating.

Rob Annan, a passenger aboard the train, said in an email to the Citizen that he "barely felt anything" when the crash happened. He said he heard "a faint bang" outside the train and then "saw a blur outside the window."

The locomotive engineers immediately hit the brakes, Annan said, but the stop wasn't violent.

"There was no screeching, no significant disturbance on board," he wrote, "but it was clear we were stopping suddenly."

Annan, an Ottawa resident coming home from meetings in Montreal, wrote that Via crews "have been very communicative throughout."

"They told us that we had hit a pickup truck at a private crossing (on a farm), and that the mechanical crew had run back to the incident to check on the situation."

Then, 45 minutes later, he said Via staff announced to passengers that there were no fatalities but that "there were injuries and that police were on the scene."

Bélanger confirmed that the crash happened at a rail crossing on private property. Such crossings normally do not have lights and barriers.

The train was scheduled to arrive in Ottawa at about 6 p.m. but was expected to be delayed by about two hours, Bélanger said, adding that the train's engineers were relieved of their duties because of the traumatic nature of such an incident.

Annan said the atmosphere on board the train was calm.

"I'm very relieved that there were no fatalities, as is everyone else on board," he wrote. "People are very patient. Particularly given that things could have been much worse."

Alexandria Station's Centennial

Alexandria Ontario - Francis Drouin MP for Glengarry-Prescott-Russell, Grant Crack Mayor of the Township of North Glengarry, Chris McDonell, and Yves Desjardins-Siciliano VIA CEO, marked the 100-year anniversary of the heritage Alexandria train station.

To celebrate this major event VIA Rail gave a gift of 10 sugar maples to residents of the Township of North Glengarry, representing the Station's 10 decades of history and the collaboration between the township and VIA Rail.

The sugar maple tree is the emblem of Canada and was selected for its sturdiness and stately beauty.

A commemorative plaque marking this anniversary was also unveiled at the press conference.

100 Years of History

Alexandria Station opened in 1917 and welcomed its very first passengers.

A century later, more than 15,000 travellers pass through this station every year.

Author unknown.

OKthePK Joint Bar Editor: Article abridged.