

# 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.

**14/09/1906    Ottawa Citizen    Alexandria    Carlsbad Springs**

## STATION DESTROYED

Carlsbad [sic] Springs Station Was Burned Down.

Carlsbad Springs, Sept. 13 (Special). The G. T. R. railroad station here was totally destroyed by fire yesterday. Every effort was made to check the conflagration, but owing to a lack of appliances little could be done but watch the destruction of the property.

The fire is supposed to have originated from the spark of an engine attached to a heavy freight train which passed through about noon and the hot weather made all things considerably dry. The fire started at about one o'clock and depot was quickly a blackened ruin.

The neighborhood was naturally considerably excited and those near were willing to do all they could to save property. They could not however save the depot.

**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.,

## UNIQUE ACCIDENT

Box Car Tumbles Off Bridge Onto Ice of Canal.

A G. T. R. freight train bound for Montreal was Sunday evening shunting along to get out of Ottawa and after crossing the canal bridge at the end of Elgin street, the crew discovered that they had lost some weight behind. They backed up until they reached the bridge which spans the canal and to their amazement they found that one of the empty box cars of which the train was composed had jumped the track while crossing the trestle and had plunged headlong into the canal. Luckily the water was covered with ice. In falling, the car came in contact with a pier of the bridge, upon which one end of the car now remains. It was smashed into atoms and will be taken apart on the ice before the several pieces can be removed. The car was the second to the last of the train and was followed by the caboose in which two brakemen were asleep. Had the couplings not broken, they would have been thrown headlong into the canal and could not have escaped injury.

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.

26/04/1907 *Ottawa Journal**Alexandria**Alexandria*

## HURLED HIGH IN THE AIR

Two People Hit by Train from Ottawa.

ACCIDENT HAPPENS NEAR ALEXANDRIA.

Passengers See Man and Woman Sustain Injuries. Likelihood That J. St. Johns Will Die.

Ottawa passengers who reached the Central Station at noon today brought news of a railway accident at Alexandria this morning in which the Ottawa G. T. R. passenger train bound for Montreal figured.

John St. John's, a retired former now residing at Alexandria was badly and possibly fatally injured, and Madame Letraillie, who resides in Kenyan township, near Alexandria, was also hurt.

St. John's was driving and had in the conveyance with him Madam Letraillie whom he had overtaken on the road and had offered a lift to, as he was going to Alexandria, whether she was also bound.

At Alexandria the train coming from Montreal to Ottawa and the local that goes to Montreal, cross and from what The Journal could learn they were not going at any very high rate of speed. The Ottawa engine caught the hind wheel of the carriage and both St. Johns and the woman at his side were hurled fifty feet. The horse escaped, but the conveyance was badly wrecked.

Injured Internally.

This was quite near the station and the officials there did everything possible. Dr. McLennan was at once summoned and it was found that St. Johns' right leg was broken at the thigh, that he was injured internally, and that he was cut badly about the head.

At noon he was conscious, but as he was quite an elderly man there is little hope of the doctors being able to save his life. He is well known at Alexandria and the accident caused many expressions of regret.

Madame Letraillie was also very badly shaken up, but the exact nature of her injuries could not be stated. No bones appear to be broken and her condition is not looked on as being as serious as that of St. Johns.

Trains Crossing.

At the spot where the trains usually cross there was this morning a long freight and this had to pass before the passenger train from Ottawa. St.

Johns waited at the crossing, and it is thought when he saw the long freight go by he imagined the track clear. In this he was evidently mistaken, for the engine drawing the train from Ottawa struck the rig.

The Ottawans who had heard of the accident could not state the exact age of the parties, but knew that both were past middle life.

A depatch from Alexandria at noon stated that both Mr. St. Johns and Mme. Letraillie were alive yet and receiving every care, but it is feared St. John's life cannot be saved.

26/04/1907 *Ottawa Citizen**Alexandria**Acres Side Road*

## CRASHED INTO A FARMER'S RIG

Probably Fatal Accident on G. T. R.

AT ALEXANDRIA

Man in Serious Condition but Woman's Injuries Are Less.

Alexandria. April 2 (Special) The G. T. R. express from Ottawa to Montreal, struck a carriage at the crossing at 10.30 this morning, throwing the two occupants several feet off the track. The one, Mr. John St. John of Alexandria, a man about 59 years of age, was very badly injured, and at present there is little hope held out for his recovery. Mrs. Mary Landry, the woman who was driving in the rig with him, was badly injured but it is believed will recover, unless some internal injuries have been received, which the physicians have not yet found out.

The two were driving across the track on the road leading to the village, and it is believed that the long freight on the siding and piles of lumber prevented Mr. St. John from seeing the approaching passenger train. The train was slowing down to make the station, but the speed was yet too great and the engine caught the carriage fair, tearing it from the horse which escaped uninjured. The carriage was smashed in an instant and Mr. St. John hurled fully 120 feet into the side of the roadbed. He was picked up unconscious and carried into Mr. Wm. McDonald's house, nearby.

The injured man has his head badly crushed, his left leg broken above the knee, and his left hand and forearm mangled. The wound in the head is most apt to prove fatal. He recovered consciousness for a few minutes and again sank into unconsciousness.

Mrs. Landry was not so badly injured, although thrown nearly 50 feet. Dr. McLennan was called and is attending to the injured people. Mr. St. John has been transferred to the local hospital.

Both parties are residents of this place, and the unhappy occurrence causes general regret.

29/04/1907 *Ottawa Citizen**Alexandria**Alexandria*

## DIED OF HIS INJURIES

Alexandria, April 27. (Special) John St. John, who was injured on Friday, when a vehicle in which he was driving was struck by a G. T. R. express on the crossing here, died on Friday evening.

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.

**13/11/1907    Ottawa Citizen**

**Alexandria**

**St. Polycarpe**

KILLED IN COLLISION

Engine backed into Gravel Trains at St. Polycarpe.

By a rear collision last night at 11.30 clock at St. Polycarpe, Que., Fireman .. E. Pope lost his life.

Two G.T.R. gravel trains were working at St.Polycarpe Junction when near the station, engine No. 851 backed into engine 862. Three cars were wrecked and Pope, who was at the time between the tender and engine No. 862, was crushed. He died almost at once.

The crews of both ballast trains are Montreal men, the first engine, with crew, going to Coteau for repairs. Traffic was not delayed at all on the line, the three cars being cleared away by two o'clock.

**14/11/1907    Ottawa Citizen**

**Alexandria**

**St. Polycarpe**

VERDICT RECORDED

Jury Practically Absolve Engineer in St. Polycarpe Wreck.

The coroner's jury at St. Polycarpe this morning returned a verdict practically freeing from responsibility the engineer in charge of engine No. 851, in connection with the death, early yesterday morning, of Fireman A. E. Pope, who was crushed between his engine and tender in a slight collision. It seems that the engineer had had some trouble with his boiler, and this phase of the matter may be further followed up.

## ENGINEER HELD TO BLAME.

Verdict in the Train Accident at St. Polycarpe Tuesday,

Another railway collision in the same vicinity as the St. Clet accident, another railway employee killed, and another locomotive engineer held responsible by the coroner's jury.

These are the coincidences between the two accidents occurring inside of twenty-four hours - the one - at St. Clet, on the C.P.R., at 1 a.m. Tuesday morning, and the other at St. Polycarpe, on the G.T.R., at 11.30 p.m. of the same day.

Tuesday night a G.T.R. ballast train, stationary at St. Polycarpe, was met head-on by another ballast train, and Fireman A. E. Hopi [sic], of Congregation street. Point St. Charles, was fatally crushed between the tender and his engine and died at 2.30 o'clock yesterday morning.

Coroner McMahon went out to St. Polycarpe Junction yesterday afternoon, and as a result the engineer of the moving train was held responsible by the jury for having neglected signals, thus bringing his engine in collision with the stationary train.

At the time of the night that the accident occurred, telegraph messages are not transmitted to Coteau station, and this accounts for the fact that no operator was at St. Polycarpe when the collision occurred.

The crews of the trains in question were working in connection with repairs which are being made to the track in that vicinity, where lighter rails are being raised to be replaced by those of better quality.

15/11/1907 *Montreal Gazette*

Alexandria

St. Polycarpe

## NOT CRIMINALLY TO BLAME.

Coroner's Jury Excuses Engineer for St. Polycarpe Accident.

The coroner's jury on Wednesday night decided to acquit Engineer Rudolphe Vallee of criminal responsibility in connection with the ballast train collision at St. Polycarpe in which Fireman Hope, of Montreal, was killed on Tuesday night.

Vallee was in charge of the engine attached to the moving train which crashed into the stationary one. He explained to the coroner that his engine was going tender first. His lamps had been giving him trouble, having gone out several times between Coteau and St. Polycarpe. This caused the engineer to lose his bearings, and he did not think he was so near St. Polycarpe. This, along with the anxiety because his gauge indicated low water, caused him to miss the switch and a collision was inevitable before he realized that this had occurred.

This frank statement was largely responsible for the way the jury decided to excuse the engineer.

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 Citizen*

Alexandria

## INQUEST OPENS

Broken Rail from G T. R. before the Jury.

Coroner Craig opened the inquest at noon today into the deaths of Engineer Parks and Fireman Martin, killed Saturday night in the Grand Trunk railway derailment. After hearing identification evidence, the jury adjourned until Wednesday night in the court house.

The broken rail was produced as an exhibit and much interest was shown in the steel. One jurymen claimed that the break was surely an old one, and drew attention to the fact that the bottom of the rail was a fresh break, while the neck of the T was apparently an old fracture. Bright spots were pointed out that might have been made by continued friction. From what could be seen the fracture was such that no man could tell of it till the rail parted. A specialist, possibly a black smith, as one juror suggested, will be on hand for the inquest. The Grand Trunk railway is ready to have a Bessemer steel expert on hand, if required.

"So far as we know," said Superintendent Donaldson, "the break was clean and the steel perfect. No man can say how these breaks occur."

The bodies, wrapped in bandages, were coffined this morning and the funeral of Parks will take place tomorrow afternoon at two o'clock. Martin's is not yet arranged. Fully 1,000 persons have paid respect to the two dead men since Sunday morning.

The jury is as follows: A. Malloy, H. Sloan, A. Valllquette. M. McCarthy, J. Bradley, B. Gorman, P. Besserer, J. Raymond, W. J. Hlilton, J. P. Burke, T. Butler, J. K. Preston, W. U. Lanipay, N. Helmer.

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 if 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.

04/09/1908 *Eastern Ontario Review*

Alexandria

Greenfield

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.

10/09/1908 *Ottawa Citizen*

Alexandria

Central Depot

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.

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**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.

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 Mabey 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 Citizen**Alexandria**Chateau Laurier*

Reason of Delay.

At the railway commission today it was stated that the delay in issuing the order respecting the spur line to the Chateau Laurier, was due to a draft that was submitted to the G. T. R. not being returned. The companies were consulted as to the terms of the order, and the C. P. R. at once returned the draft, while it has not yet come from the G. T. R. The formal order will issue at once. In the meanwhile the C. P. R. was within its rights in taking the stand it did.

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--

03/12/1909 *Ottawa Citizen**Alexandria**Chateau Laurier*

That Spur Line

Railway Board Issues Permissive Order.

The railway commission issued an order today which disposes of the dispute between the Canadian Pacific, Hull Electric and Grand Trunk railways over the application of the G. T. R. to build a spur line on C. P. R. property, to the Chateau Laurier. The order authorizes the applicant to construct, maintain and operate a spur line for the purpose of carrying out its hotel project. The order provides that men are to be stationed at the point where the spur line will cross the Hull Electric at all hours of the day and night. The companies are ordered to confer with each other as to the hours at which shunting can be most conveniently done, and in the event of failure the board will undertake to settle it. The G. T. R. is given the right to shift the spur to its own property at any time and if any dispute arises it is to be dealt with by the chief engineer of the board.

03/12/1909 *Ottawa Journal**Alexandria**Chateau Laurier*

SPUR LINE WILL BE COMPLETED

C.P.R. Has Withdrawn Objections to G.T.R. Line to Chateau Laurier.

The Grand Trunk Railway Company by the official order issued yesterday by the Railway Commission may now go on with the construction of the spur line into the site of the Chateau Laurier regardless of whatever stand the C.P.R. whose tracks they must cross in building the siding may take.

A gang of workmen are employed on the spur today, and on Monday it is expected that it will be completed. The C.P.R. has withdrawn their objections to the work.

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.

WORK IS HELD UP.

The heavy fall of snow and the inclement weather caused a temporary cessation of all work on the construction of the Chateau Laurier. Over on the G. T. R. station the laborers are still working but the bricklayers and skilled mechanics are idle.

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**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.

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.

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 wouldbe 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.

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.

Maxville Fire Caused Loss of \$100,000

The little town of Maxville on the Grand Trunk Railway in Glengarry County was almost destroyed by fire on Wednesday night last week the loss being in the neighbourhood of \$100,000, with less than half that amount of insurance. The chief losses are: Smiley & Robertson, sash and door factory, saw mill and lumber yard, loss \$30,000. J.W. Smiley, residence and granary, loss \$5,000 on house; granary \$2,000. W.H. Dwyer & Co. Ltd., Ottawa, two granaries loss \$3,000. R. Woodroffe, residence loss \$2,000. D. Duparent, residence, loss \$1,500. D. McMillan, stables loss \$1,500. Grand trunk Railway Company station platforms, five box cars loaded with pressed hay, rails etc., ;oss \$20,000. A.J. McEwen, logs, loss \$1,200.

Assistance was sent from Ottawa, but the fire was under control when it arrived. The fire broke out in Smiley and Robertson's factory about 9 p.m. from some unknown cause, and quickly spread to surrounding buildings.

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.

06/10/1911 Ottawa Citizen Alexandria St. Polycarpe

Freight Was Derailed.

The G. T. R. train from Montreal waa about twenty minutes late yesterday as a result of the derailment of a freight train at St. Polycarpe Junction last night.

The freight, which was bound for Ottawa, ran into an open switch. No real damage was done, however, to either engine or cars, and it is not yet known how the accident occurred.

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 ss now all down and only a few finishing touches have yet to be added. The railway commission will move into Its new officers 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.



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 if 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.

07/02/1912 *Ottawa Journal**Alexandria**Ottawa Union*

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. Hays, 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. Hays 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.

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 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 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.

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 than 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 the 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.

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.

01/08/1912 *Morrisburg Leader**Alexandria*

A new mail pouch collecting and delivering device, which it is hoped, will prove vastly superior to the present system, has been tested by a number of prominent officials of the Railway Commission and of the Grand Trunk Railway at Ottawa within the past couple of days. The device is the invention of Dr. W. H. Corthill of Washington, D. C., and has been approved by the United States Government. It consists of a swinging gate attached to the door of a railway mail car and a crane erected at the side of the track. The gate is so constructed as to strike a pouch of mail suspended from the crane at an angle of 30 degrees thereby reducing the shock of contact and throwing the sack of mail safely into the car. A great advantage is that it does away with the necessity of a clerk standing at the open door of a car to throw the pouch out. The officials were highly pleased with the eight trials which took place, some of them at the speed of 50 miles an hour, and expressed the opinion that this system was the right one, provided that several minor matters could be adjusted to local requirements. Up to the present mailbags have only been caught up, weighing 10 lb and under but now the new device has no such limitations.

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.

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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.

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

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 mornning.

21/03/1913 *Glengarry News**Alexandria**Casselman*

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,

27/03/1913 *Ottawa Journal**Alexandria**Maxville*

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

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 Grand 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 Central 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, bump, 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 of Arthabascaville, extricated from beneath one of the seats.

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

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 to 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. Thibadeau, 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 awakened 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.

**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.

**26/02/1914    Kemptville Weekly Advance    Alexandria    South Indian**

Express Derailed at South Indian

Engineer's [sic] Presence of Mind Probably Averts a Serious Accident

The G.T.R. train due at Ottawa at 7.13 on Saturday evening from Montreal, jumped the track about four miles east of South Indian, Ont., or about 30 miles east of Ottawa, at 6.45., but none of the 40 passengers or any of the train crew received anything worse than a slight shaking up.

The spreading of a rail is said to be the cause of the accident.

That serious consequences did not result was largely due, say several of the passengers, to the presence of mind of the engineer, J. Kickley, of Montreal. Though the train was making about 40 miles an hour at the time she left the tracks at Pilon Siding, he shut off the steam and applied the brakes on the whole train so quickly and carefully that he prevented the coaches from turning over.

All the four passenger coaches, the baggage car and the tender left the tracks, the engine alone remaining on. The middle coach was tilted at an angle of about 60 degrees, and there were fears that it would turn over before all the passengers were got out to safety. Fortunately, this did not happen, and it was quickly propped to prevent it falling over on its side.

The passengers were taken to a farmhouse which was quite near the scene of the accident and made comfortable until the arrival of the special train from Ottawa three hours later. The train was in charge of conductor Andrew Leamy, of 128 Hinton Avenue, Ottawa.

#### PASSENGER'S STORY

W. J. McLeod, Owen Sound, who was George Godreau, of 314 Notre Dame Street, Montreal, was sitting in the smoking compartment of the middle coach when he noticed the whole train begin to lurch. "I began to fear that something was wrong," said Mr McLeod. "After I noticed the train lurching the car in which I was began to bump, and Mr. Godreau said 'It is a wreck, brace yourself.' A moment later the train shot to one side and suddenly stopped. Mr Goudreau and I got up and rushed into the main part of the coach, and found some of the ladies in a frightened [sic] condition but not a single person was hurt.

"When we got out we found the whole train, with the exception of the engine, had left the track. Everybody realized that the engineer must have shown great presence of mind and been extraordinarily careful to stop the train without turning the coaches over. I noticed that the car in which I was riding was tilted over to an angle of about 68 degrees. All the passengers, none of whom were hurt in any way, were taken to a farmhouse quite near the scene, and we stayed there until a special train came from Ottawa, where we arrived about 11 o'clock. About half the passengers were women.

Other passengers on the train gave a similar account of the accident. The accident delayed all traffic on the Montreal-Ottawa line for about three hours.

**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 Pilon 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 overturn 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 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.

**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.

## 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, Chaffey's 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

13/11/1914 *Morrisburg Leader*

Alexandria

Alexandria

Another attempt to wreck train.

On Friday of last week another attempt was made to wreck the G. T. R. train at Alexandria by a man named Diotte who is supposed to be mentally deranged. The young man who is about twenty years of age has been a life-long resident of Alexandria and has always been a respected citizen. Of late he has been engaged as teamster, and on Friday he worked as usual, and about five o'clock quit work, put his horses in the stable and is supposed to have gone and done the treacherous work about that time a short distance west of the station. Three ties were placed across the track two of which were placed in a V shape and another placed under the connecting end of the V. This is supposed to be a very clever arrangement for derailing trains and had it not been but for the miraculous discovery of the arrangement by a young Alexandrian returning to town from a visit to his home in one of the concessions on the railroad, the fast train from Montreal to Ottawa due in Alexandria at 5.30 (a few minutes after the discovery) would probably have hurled many lives into eternity.

The young man stood preliminary trial on Saturday night, pleading guilty, and was taken to Cornwall on Sunday where he will undergo a medical examination.

Note: The first attempt occurred near Coteau landing

21/01/1915 *Kemptville Weekly Advance*

Alexandria

Maxville

## GETS DAMAGES FROM GRAND TRUNK RAILWAY

John Hamel of Cornwall Ont, Award ed Thousand Dollars Compensation

Cornwall, January 14 : The winter sitting of the high court .before Justice Lennox was concluded this morning 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.

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.

15/07/1915 *Montreal Gazette*

Alexandria

Alexandria

## G.T.R. STATION DESTROYED

Thirty-year-old Structure at Alexandria Fire Swept Special to the Gazette.

Alexandria. Ont . July 14 The Grand Trunk station and restaurant here were destroyed by fire this afternoon. The buildings, which had been standing for thirty years were, as dry as tinder, and when the brigade reached the scene the fire was already beyond control; but the spread of the blaze prevented, thus saving the freight shed and a number of adjoining factories and granaries. The buildings destroyed were only ten feet apart, so the efforts of the fire fighters were directed chiefly to the adjoining structures. It is believed that the fire was caused by sparks from a shunting engine. The contents of the buildings were practically all saved.

15/07/1915 *Ottawa Journal*

Alexandria

Alexandria

## Alexandria Station Burned

Alexandria, Ont., July 15. - The Grand Trunk station and restaurant here were destroyed by fire yesterday afternoon.

15/07/1915 *Ottawa Journal*

Alexandria

Alexandria

## ALEXANDRIA STATION BURNED.

By Canadian Press. Alexandria, Ont., July 15. - The Grand Trunk station and restaurant here were destroyed by fire yesterday afternoon.

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. (14/07) 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

27/08/1915 *Morrisburg Leader*

Alexandria

Alexandria

## Brakeman Killed on Ottawa train.

W. McFarland of Montreal fell from train near Alexandria

W. McFarland, a brakeman on the Grand Trunk special bringing the annual load of excursionists from Montreal to Ottawa, fell off his train one mile west of Alexandria and was killed.

When the train reached Greenfield, first station west of Alexandria, he was missed and a wire was sent to Ottawa, which was transmitted back to a second train asking that a lookout be kept for him. His body was found lying beside the track. There were no marks indicating whether he had killed himself in the fall or not

18/08/1916 *Glengarry News*

Alexandria

Alexandria

## Alexandria's New Station

That Alexandria is to have a new G.T.R. station in the near future is evident from the fact that during the past week the grounds have been cleared and the station cars removed so as to enable the contractor, Mr. Carrigan, of Montreal, to commence operations with least possible delay. This will be welcome news to all and everyone.

**Alexandria Station Under Construction**

Work on the erection of the new station is well under way and it is evident that at last Alexandria will have a building more in character with the amount of business and adding an extra dignity to the town. It will occupy the old site with considerable extension, being much more spacious and modern in every respect.

The construction is being carried on under the personal supervision of the contractor, Mr. E. Garrigan of Montreal, through whose courtesy we are enabled to give our readers some idea of the appearance of the building when completed together with some details of its increased accommodation. That the station will be handsome may be gathered from the fact that the materials used will be principally red pressed brick in Flemish bond for the upper structure and cement work in the basement, with hardwood lining to the interior. The approach from the street will be paved with concrete finished in a brick hammered facing, while the extensive platform on the track side will be composed of medal paving blocks between two concrete curbs, with bush hammered facing. The length of this platform will no less than 420 feet, while its width throughout will measure 16 feet, the dark grey color of its material presenting a neat effect, while the substantial nature of its composition is unquestionable, and a vast improvement on the old wooden affair.

The station proper will consist of commodious baggage and express rooms at the east end and over a basement of reinforced concrete of fireproof construction with side walk lights on the street side and will contain the hot water boiler and furnace, the building being entirely heated by this method on the Taylor Forbes system; two spacious waiting rooms, separate lavatories, tiled floors and walls 6 feet high with marble partitions. The operator's room will be situated about the centre of the building and will have an upper storey with a gable roof, the men's waiting room being at the extreme west side of the station. The brickwork as mentioned above will be in Flemish bond with a dado outside three feet high of bricks on edge, reaching to the windows which are numerous and will provide plenty of light. The whole building covers a frontage of 96 feet, with an average width of 20 feet, the centre part will be one and a half storeys, the wings 14 feet high from the bottom of cornice. The roof, covered with asbestos shingles, will be absolutely fireproof as indeed will be the entire station so far as modern ingenuity can devise.

The work is scheduled to be completed by the 1st December, and it is satisfactory to know the contractor is employing all the local labor suitable, and so far as he can do so, is obtaining his material in the district.

09/02/1917 *Glengarry News**Alexandria**Alexandria***Grand Trunk Station Completed**

The new Grand Trunk Station here has been completed and the local staff expect to enter into possession early next week. The travelling public will be well satisfied with this change, as the cramped accommodation of a passenger coach has afforded very little comfort, especially during the winter months.

09/03/1917 *Glengarry News**Alexandria**Alexandria***Occupying New Station**

Mr. G.W. Shepherd, G.T.R. Agent, and his staff of assistants on Friday last took possession of the new station and the change of quarters is much appreciated by the employees and public generally.

11/09/1917 *Ottawa Journal**Alexandria**Vars*

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

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.

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Non-railway items omitted.

11/09/1917 *Ottawa Journal**Alexandria**Vars***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.



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

## 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.

17/09/1917 *Ottawa Journal**Alexandria**Vars*

## 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.

27/09/1917 *Ottawa Journal**Alexandria**Vars*

## 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

19/04/1918 *Morrisburg Leader**Alexandria**Vars*

## Damage actions adjudged in Cornwall last week

Actions against the Grand Trunk Railway Company for the killing of Rev. J.E. Mavely and four other persons at Vars, Ont., on September 10. were settled between the parties

08/05/1918 *Ottawa Journal**Alexandria**St. Polycarpe*

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.

Disastrous Blaze wipes out Grand Trunk freight sheds; three persons are injured. Damage to the extent of \$100,000 officially announced and in addition to the sheds twenty-eight cars have been destroyed. Several explosions. Follow the wake of the fire. Barrel of gasoline is hurled a long distance by the outburst.

Commencing with an explosion in a freight car, fire broke out at the G. T. R. freight sheds, near the Central Station early last evening and completely destroyed them along with 28 cars, 20 of which were loaded. The loss is estimated at from \$90,000 to \$100,000, practically all covered by Insurance.

It was a most spectacular blaze, the fire spreading with lightning rapidity, the shed and cars seeming to break into a mass of flames at once, the fire being attended with several explosions in addition to the primary one.

Three men were injured in the explosion. Though there were all kinds of rumours that some men were caught in the shed and lost their lives these reports fortunately proved to be unfounded. The injured men are not dangerously hurt.

Three Men Injured.

The injured men are:

Andrew Doherty, 120 Besserer street, caretaker, head cut and badly burned around the face and hands. In the Water street hospital.

Felix Bellefeuille, 182 Dalhousie street, porter, cut and burned on the face, cut over the right eye, hair burned. At his home.

Albert Renaud, 329 St. Andrew street, porter, face and hands slightly burned. Attended to at drug store.

Over In Forty Minutes.

The first explosion took place at 5.50 and within forty minutes the shed was flat and all the cars burned were beyond saving. Such a wide area was covered by the fire that various estimates were given of the loss, some estimating from a quarter to half a million dollars.

The railway officials, after reviewing the loss together, gave out the following losses:

28 cars burned, estimated loss on each, \$650, total, \$18,200.

Contents of twenty cars, estimated at \$1,000 each, \$20,000.

Frame freight sheds, 800 feet by 40 feet, \$15,000.

Contents of freight sheds, \$35,000.

Sundry other losses, say \$10,000

Loss Upon Company.

The loss on freight, except in the case of those who had accepted delivery, is borne by the company which has a blanket insurance policy covering everything. The officials state that the exact loss and the individual shippers can -- not be given till the books and papers are checked up. The office part of the freight sheds was saved but as the books and papers were carried out these were considerably tossed and so it was impossible to get the contents of each of the cars figured out.

Cars Pulled to Safety

About forty other cars which were on the sidings were pulled out though there was some delay in doing this as the yard engines had gone to the roundhouse. Among those cars pulled out was the Cornwall. The private car for His Excellency the Governor General. This was on a siding quite close to the fire. Incidentally, the fire chief and one of the railway officials had a tiff owing to the official ordering a crew to pull out cars which were burning. The chief claimed that it would have been better to have left them where they were as the fire could have been more quickly extinguished than on the other tracks where they were brought to.

Fire Started in Car

Dynamite, gasoline, carbide and other chemicals are variously credited with being responsible for the first explosion. The railway officials, until a full investigation is made, would not express an opinion either as to the explosion in the car or the subsequent explosions the most severe of which were from the contents of the shed.

As far as could be learned last night the fire started in a car just opposite the second door from the office in the freight sheds. It was a terrific explosion, the roof of the car being lifted off and flames being thrown in all directions. In an instant the fire was inside the shed and to adjacent cars.

Shed All Ablaze.

Fire Chief Graham, who was at No. 2 fire station when the alarm came in, made a quick run in his auto but by the time he reached the fire he states that the shed for its entire length, as well as both tracks of cars were on fire.

Heaviest Explosion.

The heaviest explosion, following the two at the start of the fire, took place about twenty minutes after the beginning of the fire and was in the center of the burning building. There was a loud report and burning embers were hurled for long distances,

A few minutes later, a metal drum which had contained gasoline or some other explosive came hurtling through the air like an immense red ball and landed on the tracks a couple of hundred feet from the shed.

Splendid Work of Brigade.

But for the splendid work by Fire Chief Graham and his men, the loss would have been much more serious. The large coal sheds of J. J. Heney and other coal dealers took fire time and time again but the fire was not allowed to get a start and the damage to them is practically nil. These sheds are well filled with coal and a fire in them would have been disastrous as once a good start was secured it would be most difficult to get it under control.

The flying burning embers were also carried onto the roofs of houses on Nicholas but prompt work by the firemen prevented any appreciable loss to them.

Residence Damaged.

The only house seriously damaged was the residence of Mr. James Behan, 39 Mosgrove street, and his experience gives an excellent idea of how the fire spread. He, his wife and four children were at home. Mr. Behan was standing outside when the explosion took place, the force of it hurling him against the side of his house which is located near the end of the freight shed office. He ran into the house as soon as he saw the fire and by the time he got his wife and children together his house had taken fire and it was impossible for them to get out the front door on account of the heat. They got out the side door but had no time to save any of their furniture. The firemen prevented the house burning down but there is considerable loss to the furniture and the building, which is owned by Mr. W. D. Morris.

Oil Car Exploded.

Near the conclusion of the most serious part of the fire, there was a spectacular explosion of the contents of a car of oil, etc, standing on the track. The firemen from No. 7 station had just been pulled back by the deputy chief when the car blew up in a cloud of flame many feet high.

As might be expected the contents of the cars and sheds were most varied. The burned cars contained flour, dressed lumber, feed, bananas and fruit, paper, hardware, etc.. including a carload of underwear designed for the soldiers. The sheds contained all manner of merchandise. The officials state that the contents of cars and sheds were just about the normal amount. With few exceptions the contents of the cars were freight ready to be taken out on the night trains and for these the company must bear the loss.

Pressure Was Good.

On the first alarm the men from stations 2, 3, 4, 5 and 8 responded. The second alarm turned in immediately brought out stations 6 and 9. There was excellent pressure, the valves being opened to allow of the high pressure from the booster system being effective. Three pumpers also added to the pressure. The special pumping plant at the station was also in operation, supplying four or five streams with great pressure.

It was a wonderful fire to watch, though not as spectacular as it would have been had it occurred after dark. The people on the bridges got a great

view. The sight from Laurier avenue bridge was particularly fine and the bridge was densely crowded with hundreds of people and automobiles. Traffic was completely blocked. Big crowds also saw the fire from Connaught place, the canal bank, Nicholas street and other points of vantage. Thought Train On Fire,

At the start of the fire the first explosion caused a rush of people in towards the fire along Mosgrove street. Then the second explosion came and word went along, that a munitions train was on fire. A big part of the crowd immediately found it more attractive to run in the opposite direction to that in which the fire lay.

There were some remarkably novel displays. Comment was made on the way huge clouds of smoke would break suddenly with the flames inside, with striking effect.

The fire came just before the majority of the firemen had supper. They therefore greatly appreciated the thoughtfulness of John Heney and Son in getting in a big supply of sandwiches and coffee, which was served to the men as long as they would take them.

Business As Usual.

The G.T.R. will be doing freight business as usual today. The office is intact and for the present freight cars will be used for receiving and delivering freight.

The burning of the freight sheds has again raised the question of the advisability of removing the freight and coal sheds to another part of the city. The firemen did, good setvice in paying particular attention to the train wires which pass near where the fire was. In one place they go quite near to the roof of the Behan house, which was partly burned. By keeping water on the roof of this house, on the poles and wires, the firemen were able to keep them intact and so the train wire service for outside points was not interrupted.

The military police were again called on and did admirable work in assisting the local police handling the crowd.

Woman Fainted.

Railway employes worked like beavers. The work of the train crews in pulling out the cars was particularly plucky.

Officials of the railway are outspoken in their praise of the prompt response made by the firemen and the courageous way in which they stood up to the fire.

One woman fainted following an explosion and was taken to a drug store, where she soon revived.

The concussions of the explosions hurled many people who were near either to the ground or against buildings or poles. With the exception of the railway men, no one was injured.

Big Day For Firemen.

It was an exciting day for the firemen. In the morning they had a fire which they fought In imminent danger of an explosion from calcium carbonate. Later there was an alarm for the Victoria Museum, which fortunately was only from the automatic fire alarm going on a rampage. At three o'clock a run for a small fire on Victoria street was attended by the big motor truck colliding with a limousine, both going into the excavation for the government building at the corner of Albert and O'Connor streets. While the freight sheds fire was In progress an alarm came in from the corner of Nelson and St. Patrick streets. The chief and part of the apparatus responded but the fire was very slight, being caused from the electric wiring and gas stove connection. The damage being nil.

Albert Renaud's Injury.

According to Albert Renaud's story he was putting on his coat with some other man when an explosion occurred and fire shot through the building, burning their faces and hands. Barrels which were piled nearby were flying about, so he ran to the door and on his way was struck on the leg by a barrel. When he was outside he immediately went to the Standard Drug Store, where he had his burns dressed and then went home. He was only slightly burned and was out last night.

Near doors number two or three, some empty barrels, which had been brought in a short time before, and which were said to have contained spirits of alcohol, were piled.

Bellefeuille Bruised.

Felix Bellefeuille was standing behind Mr. Renaud when he was injured, but how, he does not know. He was also putting on his coat when the explosion occurred, burning his face and hands, and tearing the clothes from his body. He received a cut over his right eye and his back was bruised. He was taken to Dr. Ballantyne's office on Rideau street, by a friend, Mr. Gauthier, of Water street.

Doherty Burned.

Andrew Doherty, night watchman for the past eight years, made it his custom to go to the shed every evening about five o'clock together [sic] up some ticket boxes which were placed at each door. Last evening he had just completed his task and was somewhere near the office end of the building, he does not remember where, when the explosion occurred. He received bad burns about the hands and face and his head was cut. Asked as to what happened or what caused the fire his mind was a blank, not knowing what happened till he found himself in the Water Street hospital. Nobody knows how he got out. Another man, Harry Daust, from Hintonburg, was unaccounted for for a while but later turned up none the worse for his experience.

**17/08/1918      Ottawa Citizen      Alexandria      Ottawa Union**

The three men who were injured during the fire, which destroyed the G. T. R. freight sheds on Bessemer Street, Thursday evening, are recovering from their injuries. Andrew Doherty, 120 Bessemer Street who was injured the most severe of the three and was taken to the Water Street hospital, was reported to be progressing favorably according to reports from the hospital last night.

Felix Bellefeuille, 182 Dalhousie Street, who is suffering from burns and cuts, is at his home, under the care of Dr. C. T. Balentine, and is also making favorable progress towards recovery. Albert Renaud, who was only slightly burned about the hands and face was out Thursday night visiting his injured comrades and was none the worse after his thrilling experience.

**01/08/1919      Eastern Ontario Review      Alexandria      Casselman**

Big Fire in Casselman

Casselman July 30

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About 4 p.m. Mr. Damase Racine, member of the Legislative Assembly for the county of Russell, pphoned 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.

**24/03/1920      Ottawa Citizen      Alexandria      Central Depot**

EXTEND TRAIN SHED

Changes which will cost some \$60,000 are now underway at the Central station. At present the train shed does not cover track No. 1, the track beside the Rideau canal, and the train shed is now being extended to the edge of the canal in order to cover this track. This track is the one used by the through trains west and east, and when the changes are complete passengers can embark and disembark in comfort.

The steel work is being done by the Dominion Bridge Co.. which will start on their part about April 15th. The entire work will be finished about June 15th, according to the present plans. Mr. G. C. McCue, superintendent of bridges and buildings, is supervising the work.

As track No. 2 is immediately beside track No. 1, no trains will be allowed on Track 2 while a train is loading or unloading passengers on Track 1.

09/04/1920

Ottawa Citizen

Alexandria

Central Depot

Jack Creighton, of Galetta, Ont. and Pete Quesnel, of Casseiman, ; Ont , employed by the G.T.R. in the work of enlarging the train sheds at the Central Station terminal, were both seriously injured this morning when a scaffold on which they were standing gave way and precipitated the men to the ground below. Quesnel well [sic] on a pile of boulders which had been loosened and which were lying: immediately below the scaffold and received painful injuries to his jaw and head, as well as bruises about the body, while Creighton sustained a fracture hip. Both men were at once removed to St. Luke's hospita! where they were attended to by Dr. F. W Mckinnon.

17/05/1920

Ottawa Citizen

Alexandria

Central Depot

#### EXTEND TRAIN SHED ON CENTRAL STATION

The steel work of the extension of the Central station train shed, which is being widened westward to the edge of the Rideau canal, has been completed, and today the work of the concrete men will start. The shed will not be completed for another month. When it is through passengers, which formerly had to alight in the open, unless the train were run past the sheds and backed in, may now alight in the building the same as local trains. The improvement has cost a great many thousand dollars, but in added comfort and safety, so railway officials state, will well warrant the extra expenditure.

28/07/1920

Ottawa Citizen

Alexandria

Maxville

#### MAXVILLE FARMER AND SON ARE DEAD ACCIDENT; RESULT WHEN GRAND TRUNK TRAIN HITS AUTO

Thoma Blaney Instantly Killed, Younger Succumbs in Ottawa Hospital, While Wife, Another Son and Nephew Were Rushed to the Capital. Those Injured Will Likely Recover. Death Trap at Cameron's Crossing Near Maxville.

THE DEAD. Thomas Blaney, aged 55, farmer, Maxville, Out. William Blaney, aged 14.

INJURED. Mrs. Margaret Blaney, cut about hands and badly bruised.

Suison Blaney, seed 18, Iijuries to head.

Basil Rone, aged 21, Riceville, hip dislocated.

Thomaa Blaney, a prosperous farmer living near Maxville, Ont., was instantly killed, his son William, aged 14 died in St. Luke's hospital, this city shortly after midnight, and his wife, another son and a nephew, seriously injured, when a motor car in which they were driving was hit by the Montreal-Ottawa C. N. R. flier two miles east of Maxville, at Donald Allan Cameron's crossing at eight o'clock last evening.

The aurvivors were brought to Ottawa on the train whjch hit them, and are now In St. Luke's hospital, young Blaney dying soon afterwards. While the others are seriously in-, jured, it is expected they will recover.

Mr. Blaney, accompanied by his wife Margaret, his son, Suison. aged 18, another son William, aged 14, and a nephew, Basil Rowe, of Riceville. aged 21, started out from the Blaney farm to attend an Orange social a few mile away at Dunvegan. Another son Harold, aged 16, was driving ahead of the motor party to the social.

According to Dr. W. B. McDiarmid, of Maxville, who was called to the scene of the accident, the Cameron crossing is one of the worst in the country. It has a stone fence on one side, and the tracks are hidden from approaching traffic by large trees.

Eyewitness' Story.

One eyewitness of the accident was Mr. J. A. McLeod. of Maxville. who, accompanied by his wife, was approaching the crossing from the west just as the Blaney car reached the tracks. It was evident that none of the Blaney party saw the train until it was too late. Mr. McLeod said that the engine struck the automobile a tremendous blow. Two of the boys were thrown a distance of fifty feet . Mrs. Bianey was thrown considerable distance, while the body of Mr. Blaney was picked up close beside the tracks.

The car itself was turned completely around and was lying on its side a total wreck, close to the crossing. The car was an old one. with a right hand drive, but Mr. McLeod does not believe that it broke, down at the crossing, for it was travelling at a fair rate of speed.

Mr. and Mrs. Blaney were seated in the front of the car, with Mr. Blaney at the wheel. The three boys were in the rear seat.

The son Harold who drove with a horse and buggy to the social at Dunvegan, was so far ahead that he did not witness the accident, and had to be sent for. He accompanied his mother and brothers and cousin to Ottawa.

Another Yard to Safety.

A somewhat different story of the accident was told by Harry Connelly, a farm laborer, whose home is in North Adams, Mass. He stated he was looking out of a window of one of the coaches. It was just getting dusk when he noticed the car heading for the crossing. He distinctly felt the engineer apply the brakes and sound shrill blasts from his whistle. The engine tender struck the rear end of the auto. The train was stopped and backed up Mr. Blaney was dying when Conley along with others rushed to his aid Conley thought it was a case of the driver believing he could get safely across the track. . ." Another yard and he would have made it, was Conley's comment."

More

29/07/1920

Winchester Press

Alexandria

Maxville

Thomas Blaney, a prosperous farmer near Maxville, and his son William, aged 10, were killed, and his wife, one son and a nephew seriously injured, when a motor car in which they were driving was hit by the Montreal-Ottawa C.N.R. train two miles east of Maxville at Donald Allan Cameron's crossing at eight o'clock Tuesday evening. The three survivors were brought to Ottawa on the train which hit them and are now in St. Luke's Hospital. While seriously injured, it is expected that they will recover.

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 were 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 were A J Leamey, 128 Hinton Avenue, conductor; and H Dolman, baggage man. None of the crew would talk last night about the accident

19/08/1920

Ottawa Citizen

Alexandria

Maxville

#### INQUIRY INTO THE DEATH OF LATE WM. BLANEY

(Special to The Citizen) MAXVILLE, Aug. 17 No comment was made tonight concerning Cameron's crossing, by the jury in their verdict into the death of the late William Blaney who died in an Ottawa hospital from injuries he received when the auto in which he was driving was hit by G. T. R. Montreal- Ottawa train number 1, on July 27. i At the inquest into his father's death , held on August 11, this crossing was condemned by the jury as being a very dangerous one.

The verdict returned was that William Blaney, died in Ottawa July 27, 1920, as a result of several fractures and shock which were caused as a result of his being struck by G. T. R. westbound train number 1, when he was seated in an auto driven by his father, the late Thomas Blaney. The above accident happened on the above date at Cameron's crossing in the county of Glengarry, one a half miles from Maxville at the intersection of the G. T. R- right of way and the public highway.

The jury was out about ten minutes. The inquest was presided over by Coroner H. Munro, of Maxville.

29/09/1920

Ottawa Citizen

Alexandria

Cedarview Road

#### COACHES LEAVE RAILS AS TRAIN PULLS OUT

Peculiar Mishap to Vancouver-Montreal Express at Union Station.

The C.P.R. train from Vancouver to Montreal and pulling out of Ottawa at 7 o'clock standard time, was held up for about 45 minutes this morning as the result of the derailment of the two end cars. The train had just left the station and was immediately under the Laurier avenue bridge when the two rear cars jumped the rails and travelled in that manner for about fifty feet before the train could be stopped.

Fortunately the train had not yet gathered speed. As soon as Engineer Geo. Gorman, this city, saw the situation he applied the brakes and the train stopped before any damage occurred. There was quite a number of passengers on the two cars which left the rails. The passengers included a number of women and children, but all remained quiet until a transfer from the two cars to the other coaches could be effected after which the train proceeded on its way.

The cause of the derailment has not yet been discovered, though investigations are being carried on. Investigation is made more difficult since the "jump" occurred immediately where the C.P.R. and the G.T.R. change ownership of the track.

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.

25/04/1921

Ottawa Citizen

Alexandria

Casselman

#### Killed by Train

Noel la Plante, an old resident of Casselman, was instantly killed by a G.T.R. train near Casselman station yesterday afternoon at 4 o'clock. Mr. La Plante evidently forgot to look out for the ? As he was walking across the railway tracks and it was impossible for the engineer to pull up in time ? Striking him.

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 accidental death, with no blame against anyone, was returned. Mr. Laplante head.

Death was instantaneous. Mr. Leplante was 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.

**13/05/1921     Ottawa Citizen**

**Alexandria**

**Central Depot**

Mr. H. W. Lennox, manager of the Dominion Express Company in Ottawa, has introduced at the Central Station a gasoline truck for removing express matter from the trains. The company has purchased a new Edison three wheeled tractor with a capacity for twenty tons, and already this tractor has proven that it can do the work of a large number of men. The tractor was used yesterday for the first time.

**20/06/1921     Ottawa Journal**

**Alexandria**

**Glen Robertson**

#### WOMAN MEETS DEATH AT GLEN ROBERTSON

Eugene Villeneuve escapes when aunt is killed.

Eugene Villeneuve, of Glen Robertson, who was injured when a buggy in which he and his aunt were driving was struck by the GTR Ottawa - Montreal train Saturday, is reported as progressing favorably by the doctors at St Luke's hospital, where he was taken following the accident. His aunt, Miss Phoebe Villeneuve, of Montreal, was killed instantly. The boy, who is 16 years old, is suffering from several cuts, the most serious of which is an injury to one eye.

The accident happened one mile east of Glen Robertson. The general opinion is that the horse took fright and ran in front of the approaching train, as there is a clear view of the track from where the accident happened. Dr. Munroe, of Maxville, had some trouble holding an inquest on the body of Miss Villeneuve. The body was taken soon after to Montreal, where the coroner was unable to hold an inquest, the accident having happened in Ontario. Relatives brought the body back to Glen Robertson, where the inquest was opened and adjourned until Friday.

The horse had got clear of the track before the train reached it. The rig was smashed to pieces, and its occupants thrown about 20 feet. Miss Villeneuve was dead when aid reached her, but her nephew was conscious. He was put on the next train to Ottawa and taken to St Luke's hospital, where Dr. McKinnon is attending him.

**20/06/1921     Ottawa Citizen**

**Alexandria**

**Glen Robertson**

#### WOMAN KILLED IN CROSSING ACCIDENT

Miss P. Villeneuve of Montreal Met Death Near Village - E. Villeneuve, a Nephew, in Hospital Here.

Eugene Villeneuve, aged 18 years, Glen Robertson, Ont., is in St. Luke's hospital, here, suffering from slight flesh wounds, while his aunt Miss Phoebe Villeneuve, of Montreal, with whom he had been driving, was instantly killed, when their buggy was struck by a G.T.R. Montreal-Ottawa train on Saturday morning. The accident happened about a mile east of Glen Robertson, while the party was on its way to St. Justine to visit another nephew.

Coroner Dr. Munroe, of Maxville, opened an inquest into the death of the late Miss Villeneuve, at Glen Robertson on Saturday, and after viewing the remains and empanelling a jury, adjourned the hearing till next Friday evening.

The accident happened about nine o'clock, Saturday morning. Eugene Villeneuve and his aunt. Miss Villeneuve, were driving from Glen Robertson to St. Justine in a buggy, and apparently their horse took fright and ran in front of the approaching train. The animal had got across the tracks clear of the locomotive, but the rig was smashed into splinters, and its occupants thrown about twenty feet along the tracks. When picked up, Miss Villeneuve was dead while her nephew was conscious, but the extent of his injuries was not known. The two were taken on the train, and the boy was attended to by Dr. Bouleau, of St. Polycarp. He then was sent to Ottawa on the train from Montreal, and was taken to St. Luke's hospital. Dr. McKinnon is caring for him here. It was said at the hospital last night that his condition is not serious and that he was suffering from cuts. Miss Villeneuve's body was taken on the train into the province of Quebec, but the coroner from Montreal was unable to hold an inquest, as she had been killed in Ontario, and Coroner Munroe, of Maxville, in whose district she had been killed, was unable to hold an inquest, because the body was in the province of Quebec. However, her relatives brought the body back to Glen Robertson, and then Coroner Munroe opened an inquest there.

In the opinion of Coroner Munroe, the horse took fright and ran in front of the approaching train. On both sides of the road near the railway crossing where the accident happened, there is a clear view of the railway tracks, and especially on the side from which the train approached, so that there is no doubt that the occupants of the rig saw the approaching train, nor of the engineer seeing the rig.

At the point where the accident happened, the road runs in an easterly direction, while the railway tracks run to the south east.

Mr. Robert Orr, of 127 Concord street, Ottawa, was engineer on the train.

**24/06/1921     Eastern Ontario Review**

**Alexandria**

**Glen Robertson**

#### Woman Killed by Train

Miss Phoebe Villeneuve Meets death at Crossing Near Glen Robertson

Miss Phoebe Villeneuve, aged 61 years, of Montreal, was instantly killed near Glen Robertson Monday when a buggy in which she was riding was hit by G.T.R. train No. 2, bound for Montreal. Her nephew, Eugene Villeneuve, aged 16 years who was with her, was severely injured.

The accident happened one mile east of Glen Robertson, when Miss Villeneuve and Eugene were on their way to St. Justin. The horse evidently took fright at the approaching train and galloped across the track, the locomotive striking the carriage. Eugene was unconscious when picked up and rushed to a hospital in Ottawa, where his condition is reported as not serious.

**31/08/1921     Ottawa Citizen**

**Alexandria**

**Carlsbad Springs**

#### ARREST TRAINMEN ON CHARGE OF STEALING

Three Ottawa Men Accused of Breaking Into Freight Car at Carlsbad Springs.

Edward Carroll, brakeman, 230 Booth street, F. J. Brisbois, fireman, 374 1-2 Mackay street, and F. W. Cleveland, engineer, 260 Nicholas street, all in the employ of the Grand Trunk Railway Company, were arrested yesterday shortly before noon by Special G.T.R. Detectives J. Champagne and W. P. McLeod, and will be charged in police court on Wednesday morning with having broken into and stolen from a freight car at Carlsbad Springs on Wednesday last.

It is alleged that the trio who manned a freight train which left Coteau Jet. on Wednesday last for Ottawa, entered one of the cars containing mixed merchandise after the arrival of the train at Carlsbad Springs, by lifting the door over the shoe at the top, thereby avoiding breakage of the seals, so that the robbery was not noticed until the arrival of the train in Ottawa. When it was found in the freight yards here that the car had been robbed, Detective Champagne and McLeod started an investigation, as a result of which they searched the homes of the three suspected men this morning, and found a quantity of the goods alleged to have been stolen from the car, consisting of ladies' wear, bolts of cotton, cloth, etc., and at once placed Carroll and Brisbois under arrest. Cleveland had left for Montreal on a morning train, but was arrested enroute, and brought back to Ottawa.

Detective Champagne stated that goods to the amount of about \$300 had been taken from the car, and that most of them had been recovered in the houses of the suspected men.

**11/07/1922     Ottawa Journal**

**Alexandria**

**Bowesville Road**

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



**TRAINS DELAYED**

A west-bound freight train on the Ottawa-Montreal line, of the C.N.R. had one car derailed as the result of a broken truck, at 6 p.m. yesterday, about three miles east of Carlsbad Springs. Traffic on the line was tied up for an hour and three-quarters, the 7.30 train for Ottawa from Montreal not reaching the city until 8.45.

30/01/1924 *Ottawa Citizen**Alexandria***LINE BLOCKED BY DERAILED FREIGHT**

Passengers from two Montreal- Ottawa trains coming to the city last night, had to be transferred to and brought to the city on special trains, on account of the line being blocked by the derailment of cars of a freight train between Vars and Carlsbad Springs. The derailment occurred early in the evening, so that passenger trains due here at 7.50 and at 10.05 were held up and passengers on them were transferred to trains sent from the city and brought to Central station. The line was cleared in time for the Continental Limited, which was due here at 12.59 p.m. No one was injured in the accident.

07/07/1924 *Ottawa Citizen**Alexandria**Ottawa Union***Porter Falls Off Car.**

Bert Robinson, 152 Jarvis street, Toronto, porter on the Ottawa-Toronto C.N.R. train service who was yesterday injured in the Central station yards when he fell off his train and was dragged a considerable distance, is recovering from his injuries. He spent a good night at St. Luke's hospital where his condition this morning was reported as being satisfactory. The car from which Robinson fell was being backed into the Central Station yard to be washed. The porter's uniform was badly cut. Following the accident he was rushed to St. Luke's hospital in Woodburn's ambulance where an X-ray examination showed that no bones were broken.

16/02/1925 *Ottawa Journal**Alexandria**Maxville***LACK OF PRECAUTION CAUSE OF FATALITY****Accidental Death Is Verdict At Allen Inquest**

The inquest opened into the death of Louise Audrey Allen, three-months-old daughter of Mr. and Mrs. Stanley Allen, of L'Orignal, Ont., who died from injuries received on November 1, [sic] when the auto in which she and six others were riding crashed into a C.N.R. train at Maxwell's crossing, was finally closed last night after three previous adjournments. Coroner T. J. Scobie presided over the inquest.

The jury returned a verdict of accidental death, but attributed the cause of the fatal accident to the lack of precaution taken by the child's father, who drove the car.

Crown Attorney J. A. Ritchie, who examined the witnesses, in addressing the jury, claimed that the driver of the car did not exercise sufficient care when approaching the crossing.

The testimony included that of four eye-witnesses of the accident who said that they had heard the whistle of the train blow for the crossing. Mr. John McKilliean, of Maxwell, stated that he was about 12 feet from the crossing when the accident occurred. He had seen the car approaching and had heard the train's whistle. Seeing that the driver of the auto was making no effort to stop he had attempted to signal him to stop, but was too late. Baby Louise was one of seven injured in the smash, and the only one to succumb to injuries. When the car was struck by the train Mrs. Allen, clutching her baby in her arms was thrown from the car. The baby fell underneath her and her skull was fractured.

The other occupants of the car were carried in the machine, which caught fire instantly, for about 150 feet along the track. They were: Stanley Allen, the father; Mr. and Mrs. Wellington Allen and their son, Dean, all of L'Orignal, Ont. and Harold Allen, son of Mr. and Mrs. Stanley Allen. Mr. Herbert Tracy, Hugh Fraser and Alex Duperron all of Maxwell, Ont., were other eye-witnesses of the affair who gave testimony.

28/07/1925 *Ottawa Journal**Alexandria***USE ELECTRICAL DRIVEN TRAINS CNR.****Expects To Have Them In Operation Within the Next Two Weeks.**

An innovation in Canadian National Railway transportation between Ottawa and Montreal is anticipated within the next two weeks, in the form of a high-powered electrically driven train. The type of electrical locomotive which the C. N. R. anticipates using on the Montreal - Ottawa line has been tried out, it is understood, and found, to be most effective both from the standpoint of economy and convenience.

While the C.N.R. recently instituted service between Ottawa and Pembroke by electrically driven cars, which receive their power from storage batteries, it is believed that the new type of electric locomotive will replace anything which has previously appeared very much in the shade, and that their introduction on some of the main lines leading in and out of the Capital will revolutionize service in no small degree.

**Building the Steel Bodies**

At present the Ottawa Car Company is under contract to build the steel bodies of a number of these up-to-date electric locomotives, but officials of the company have refused to give any definite information regarding the actual construction as it is understood the C.N.R. wish to keep the introduction as a little surprise upon the public.

Unlike the electric cars mentioned above, which derive their power from storage batteries, the new cars will receive power from large high-powered oil-fed Diesel engines which will operate dynamos to supply the electric current to the motors.

It is also possible that these electrical driven trains will be operated on the Toronto-Ottawa line serving the many points in the Rideau Lakes where Ottawa residents have their summer cottages. While the electrically driven train is not a novelty in Canada, its introduction on the Montreal-Ottawa and Toronto-Ottawa lines is looked forward to by the C.N.R. as a distinct advantage and as a general improvement in service.

**Just as Powerful**

The electric trains or engines will be powerful enough to draw as many coaches as the regular locomotive and from the standpoint of convenience, cleanliness, and comfort should prove decidedly advantageous.

It is understood that these trains will be very swift, while the cost of operating them will possibly save the Canadian National many thousands of dollars every year.

03/08/1925 *Ottawa Journal**Alexandria**Carlsbad Springs***TRAFFIC WAS TIED UP FOR SOME TIME****Freight Train Is Derailed Near Carlsbad Springs**

Traffic on the Canadian National line from Ottawa to Montreal, by way of Coteau, was paralyzed for some hours Sunday morning when a freight train was derailed near Carlsbad Springs, 13 miles from Ottawa. No one was injured, but it tied up traffic for several hours and caused considerable inconvenience to passenger traffic. The morning trains from Montreal and Ottawa were unable to pass the derailment, and passengers on either train had to be transferred to the other, which then returned to the points from which they had set out earlier. While this caused some considerable delay in passenger traffic, the track was opened during the day, and traffic quickly restored to its normal condition.

## TRANSPORTATION TO BE REVOLUTIONIZED BY NEW INVENTION

"Oil Electric" Train Makes Run From Montreal on C.N.R. At Phenomenally Low Fuel Cost Three Cents Mile.

Through the courtesy of high officials of the Canadian National Railways, a number of prominent citizens, including Mayor J. P. Balharrie, Magistrate Charles Hopewell, and Mr. C. A. Bowman, together with engineering experts and newspaper men, were privileged on Saturday afternoon to make a tour of inspection of a new type of passenger car and locomotive, which arrived from Montreal at 1.12 o'clock at the Union Station.

The new railway conveyance for passengers, which will undoubtedly revolutionize traffic costs and conditions on short hauls over the C.N.R., is known as the "Oil Electric Articulated Car," is the very latest invention in railway circles, and can make the trip to Montreal in less time and at about 700 per cent less cost than the ordinary locomotive and train.

Its most interesting feature is the engine, which is of the Diesel type found in modern airplanes and airships, but with its weight reduced considerably, and its motive power increased.

The "train," which consisted of two cars, in one of which is situated the engine room, which resembles the cockpit of an airplane on a large scale, is up to date in every respect, with comfortable seating accommodation, roomy, and modern equipment.

Run From Montreal.

The train made its run from Montreal, to Ottawa in two hours and 55 minutes, which includes three stops en route, one at Alexandria, where about 150 curious people, gathered to give it the once over, and at Coteau where photos were taken. The trip was uneventful, the engine giving perfect satisfaction en route, and the average speed was 53 to 55 miles an hour, and the cost per mile figured out at three cents per mile, something wonderful in transportation costs.

The engine was able to develop full speed within two seconds from a cold start, and the vibration, although marked in the engine room was not particularly noticeable in the passenger car, which carried important C.N.R. officials and newspaper men. Among them were: Messrs. C. G. Brooks, chief of motive power; R. J. Needham, electrical mechanical engineer, Central Region; R. G. Gage, system electrical engineer, to whom are given credit for the production of the new type of engine; Walter S. Thompson, well known and popular publicity director; G. E. Smart, chief of car equipment; Major R. L. Fairbairn, manager passenger service bureau; W. H. Clegg, chief inspector of air brakes; R. H. Phair, road foreman of engines, and T. H. Sands, inspector of Board of Railway Commissioners. The engineer of the car was Mr. A. E. Pownall, and the conductor, Mr. A. McCready.

The party returned to Montreal at four o'clock in the afternoon, on the new train.

The engine, which proved a source of very great interest and curiosity to many leading engineering experts of the city is manufactured by the William Beardmore Company, Glasgow, and London, England, and is similar to that in airplanes of an eight cylinder 4 stroke cycle, solid injection Diesel type.

It develops 340 h.p. at 650 r.p.m. and weighs 5,450 pounds or 16 pounds per horse power as compared with 40 to 70 pounds per h.p. found in other types of Diesel engines. The engine is one which depends on high cylinder compression, approximately 450 pounds to the square inch to secure the temperature of combustion of fuel, instead of the electric spark used in the gasoline engine. Fuel oil is sprayed into the cylinders at a pressure of about 8,000 pounds per square inch. The engine is water-cooled, lubricating oil is forced into it at 60 pounds pressure, and it is connected with a specially designed direct current 309 k.w., 600-volt generator, mounted on a common baseplate. The generator excitation is caused by 272-ampere hour, 300-volt ironclad Exide Storage battery, carried in battery boxes beneath the floor of the rear half of the car.

There are four driving motors of the railway type. 100 h.p., 800-volt. mounted two each on the front and rear trucks.

The motorman acts exactly as does a street railway motorman, with similar equipment, and the car can be run either forward or backwards through control switches.

In the case of a breakdown through engine trouble, the car can be driven a limited distance, so as to clear the main line, with storage batteries. The electrical equipment is that of the Westinghouse Company, of Hamilton, and Pittsburgh. The car can attain a maximum speed of sixty miles an hour on the level and the fuel consumption is three and a half miles per Imperial gallon, or a fuel cost of about three cents per mile, whereas ordinary railway passenger traffic costs from 20 to 27 cents per mile.

The new type train will be placed on the Ottawa-Montreal run in the near future.

## SEVEN PERSONS HURT WHEN AUTO IS HIT BY TRAIN

Stanley and Wellington Allen, of Cassburn, and Their Families Victims of Level Crossing Smash At Maxville Sunday Morning.

Contrary to expectations of Sunday evening, four people hurt in a collision between motor car and the C.N.R. Montreal-Ottawa train Sunday morning, are now rallying and doctors are confident of their ultimate recovery. Three others who were not so seriously injured, are making good progress.

The seven were injured at a level crossing close to Maxville, Ont. when the car in which they were all riding was struck by the train, thrown some distance from the track and set on fire by escaping gasoline.

Those injured, all residents of Cassburn, Ont. are as follows:

## BADLY INJURED.

Mr. and Mrs. Stanley Allen, husband and wife, both suffering from grave internal injuries.

Mrs. Wellington Allen, sister-in-law of Mr. Stanley Allen, internal injuries and seriously burned.

Louise Allen, three months old daughter, of Mr. and Mrs. Wellington Allen, shock.

## SERIOUSLY INJURED.

Mr. Wellington Allen, broken left leg, dislocated right shoulder and other slighter injuries.

## SLIGHTLY INJURED.

Harold and Deane Allen, seven year-old sons respectively of Mr. Stanley Allen and Mr. Wellington Allen.

## Auto Takes Fire.

The accident occurred on Sunday morning, when the C.N.R. train from Montreal, due to arrive in Ottawa at 11.55 o'clock, crashed into an automobile carrying seven passengers, all residents of the village of Cassburn Ont., at the crossing just east of Maxville station.

The automobile, a Ford sedan which was thrown some distance from the railway track by the force of the collision, caught fire, and some of its occupants were badly burned, before they were extricated from the wrecked car by persons who witnessed the accident, and rushed to their assistance.

In the meantime the train had pulled up a short distance from the scene of the accident, and aided by the train crew the injured, who were in a desperate plight, were taken on board and given first aid by Dr. W. D. McDiarmid, of Maxville, and then rushed in to Ottawa where they arrived at noon.

## Fleet of Ambulances.

Conductor Edward Eaman, in charge of the train, telegraphed to Ottawa, and when the train arrived the motor ambulances of Hulse Brothers, George Burney & Son George H. Rogers, McEvoy Bros, and A. E. Veitch, were on hand, with nurses and doctors, and the injured were rushed to the Civic Hospital.

There they were received by Dr. Jones, staff doctor at the hospital, and were attended to by Dr. F. V. McKinnon. Not one of the passengers in the ill-fated motor car were able to give any explanation as to how the accident occurred, as when they were picked up Mrs. Stanley Allen and Mrs. Wellington Allen were in an unconscious condition, and their husbands were too badly injured to be questioned.

Upon examination at the hospital, Dr. McKinnon discovered that both Mr. and Mrs. Stanley Allen, who were the worst hurt, were suffering from internal injuries in addition to severe lacerations to their heads and bodies, while Mrs. Allen had sustained severe burns, when the automobile caught fire; Mrs. Wellington Allen, had both of her legs badly burned and was suffering from shock, while her husband, Mr. Wellington Allen had his left leg broken, and his right shoulder dislocated: their three-months-old baby daughter, Louise, which was thrown clear of the car when the crash came, is not expected to live. The other two passengers in the car, Masters Deane Allen, seven-year-old son of Mr. and Mrs. Wellington Allen, and Harold, the same age, son of Mr. and Mrs. Stanley Allen, while badly shaken up and suffering from bruises and cuts, are expected to recover, unless complications set in.

## Says Bell Ringing.

The train was in charge of conductor E. Eamon, and the engineer was Mr. R. Dickenson, both of Montreal. The latter in his report of the accident stated that the crossing bell was ringing, and that he did not see the automobile until it was on the tracks almost in front of the engine, when he applied the emergency and brought the train to a standstill, a few hundred feet distant.

## SEVEN PERSONS ARE SERIOUSLY INJURED WHEN TRAIN CRASHED INTO AUTO AT LEVEL CROSSING

Members of Party Are Trapped In Car Which Caught Fire - Injured Brought To Civic Hospital - Rescue Work Difficult With Auto a Mass of Flames

Their automobile crushed when struck by a C.N.R. train at a level crossing in the village of Maxville, Ont., 44 miles from Ottawa on the Ottawa-Montreal line, seven people lie in Civic Hospital here suffering from serious injuries.

The Injured

Detail omitted

Broke Out in Flames.

At the moment of impact the automobile broke out in flames, and, imprisoned in a flaming cage, the occupants of the car were dragged down the track for perhaps 150 feet before the automobile broke loose and fell beside the track. Before it broke loose, Mrs. Stanley Allen with her baby in her arms fell out of the blazing sedan on to the right of way. When the train came to a stop the automobile settled against the second class coach of the train, the flames mounting steadily higher.

Two bystanders, Messrs. John McKilligan and James MacDonald, and Constable Ripert of the Provincial Police, who was perhaps first off the train, ran to free the imprisoned occupants of the blazing machine, and after great difficulty and much personal risk succeeded in dragging them to safety. Mr. Stanley Allen's clothes were blazing, and it was found that in attempting to beat out the fire in his hair on the way down the track his hands had been badly burned.

All removed to hospital.

All the injured are at the Civic Hospital under the care of Dr. F. W. McKinnon, and all are being X-rayed to determine the exact extent of their injuries. While all, with the exception of Dean Allen, are in a very serious condition, the baby, Louise, is perhaps the worst, and recovery is a matter of doubtful speculation. Every member of the party is suffering badly from shock, especially Mr. Stanley Allen who was driving the automobile at the time the accident occurred.

The accident occurred at about 10.40 a.m. yesterday, at a crossing on the Main Street of the town about 100 yards east of the C.N.R. station. The entire party were motoring in a Ford sedan from L'Orignal to visit Mr. and Mrs. MacDougall, of Maxville. The automobile was travelling south on the Main Street of the town, Mr. Stanley Allen, the owner, driving. Beside him was Mr. Wellington Allen, and in the rear the two ladies and the children. Approaching the C.N.R. railway crossing, Mr. Allen swung in behind another automobile going the same direction, which crossed the tracks without any indication of hurry. Both machines were going at a slow rate of speed.

Jammed on the brakes.

While none of the party is able to make a statement concerning the accident. It is understood that as the first automobile crossed the tracks and Mr. Allen was about to do so, a bystander waved frantically for him to stop. Mr. Allen jammed on the brakes but in spite of the slow speed at which he was going, was not able to stop clear of the tracks. The train, which was slowing for the station about 100 yards farther on, struck the front of the automobile, and dragged it down the track.

Four Physicians On Train.

Dr. W.B. MacDermott and Dr. D. McEwen, of Maxfield, and Dr. E.T. Smith, of Ottawa and Dr. Michael James, of Mattawa, Ont., passengers on the train, were on the scene in a moment, and supervised the removal of the injured to the baggage car of the train. Fortunately a diner and a Pullman were attached to the train, and the patients were soon receiving treatment almost as efficiently as a hospital could provide. In the meantime, the train had moved on to the station, as it was found that the burning automobile had set fire to the second class coach. This was easily extinguished and then the run to Ottawa was commenced. En route Dr. Smith and Dr. James tore up sheets for bandages, and quantities of hot water were provided from the diner. Fortunately also it was found that there were large quantities of olive oil in the diner, with which it was possible to ease the agonies of Mr. Stanley Allen, whose entire body seemed to be covered with large burns. Normally the train is due at Ottawa at 11.52. It arrived at 12.15 and waiting ambulances from Hulse Brothers, McAvoy Brothers, Geo. B. Burney and Sons, A. E. Veitch, and Geo. H. Rogers and Co., Ltd. On arrival it was also necessary to use a taxi, and shortly the entire seven were receiving treatment at the Civic Hospital under the supervision of Dr. McKinnon.

Car Completely Destroyed.

At Maxville it was stated yesterday that the automobile was entirely demolished by the flames. According to a statement issued by the C.N.R. at Ottawa yesterday afternoon, the train was No. 47, running on the main line of the C.N.R. From Montreal to Ottawa, in charge of Conductor Eaman and Engineer Dickenson both of Montreal. No statement is obtainable from the train crew in Ottawa as the accident occurred in the Montreal Division and a report will have to be made there. C.N.R. officials here stated that the crossing in question is protected by an electric bell which was ringing the time the accident occurred, and that's the train stopped within two or three car lengths after the impact. The speed of the train was 15 miles per hour.

It was learned in Maxville that while there is a fairly clear view of trains from both sides of the crossing, that is not sufficient to enable a motor to stop clear unless the driver has had previous warning from the electric bell. In the case of Mr. Allen, the motor preceding him is thought to have distracted his attention from possible approaching a railway traffic. The crossing is well within the town with buildings closely adjacent.

Baby Louise Allen Dies From Injuries

Infant Daughter of Mr. and Mrs. W. Allen, Cassburn, Ont. Parents in Hospital.

One death has resulted from the automobile accident at Maxwell, on Sunday morning, when a Ford sedan in which seven people were riding, was struck by the C.N.R. train from Montreal and all were more or less injured. Baby Louise Allen, three months old daughter of Mr. and Mrs.

Wellington Allen, of Cassburn, Ont., died at the Civic Hospital this morning as the result of injuries she received. It was thought at first that she might survive, but during the night she sank rapidly death coming at 3 a.m.

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

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

FREIGHT DERAILMENT.

The C. N. R. passenger train from Montreal scheduled to arrive at the 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 of the freight cars left the tracks shortly after midnight near St. Justine. The chief dispatcher at once ordered the Montreal train to put up at Coteau until the track was cleared. The wrecking train was rushed from Coteau. Coteau is about 71 miles from the Capital.

**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.

From what can be learned of the occurrence at Vars, It appears that at about 6 a.m. one of the cars of an east-bound freight train jumped the tracks, several other cars being derailed and blocking the line.

A wrecking crew was on the scene within a few hours and it is expected the line will be cleared this afternoon.

23/04/1927 *Ottawa Journal**Alexandria**South Indian***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*

C.N. passenger train smashes into a freight

Engineer and fireman injured by jumping before crash at the house.

Ottawa-Montreal train sideswipes the other

Montreal August one - railway authorities are conducting an investigation into the wreck at Vars this morning when the fast passenger train, No. 2., sideswiped a freight train.

P. Lalande, engineer, and W. Little, the firemen of the fast Canadian National Ottawa - Montreal train, which left the capital this morning at 5:25, standard time, were forced to jump when their engine crashed into the side of an Ottawa bound freight train at Vars this morning shortly before 6 o'clock.

Heavy fog is believed to have prevented the passenger train crew, both Montreal men, from observing that the Ottawa bound freight, which was pulling onto a siding, had not cleared.

Caused Bad Smash.

Brakes jammed quickly as the engineer saw the freight looming up in front of him, but not until the passenger train had sideswiped the freight, about seven cars from the engine, crashing the side of two, and throwing one off the track, while several other cars of the freight telescoped. The baggage and express car of the fast train was thrown off the track but remained standing. Passengers although feeling the impact suffered no injuries and were quickly returned to Ottawa.

A wrecking train left Ottawa for the scene, 17 miles away shortly after the occurrence but C.N.R. officials here were unable to furnish information about the wreck, referring all enquiries to Montreal.

Montreal reported that "there were positively no passengers injured." Local authorities stated they were unable to furnish the names of the fireman or engineer.

Dr. J.F. Stoness, of Vars, however, told The Journal that he had treated both men, but that neither had suffered anything more serious than a few cuts and slight injuries received when the engineer struck his head against a rail and the fireman somersaulted two or three times as the two jumped. The freight train was bound for Ottawa and had just turned onto the siding at Vars from the main line to allow the morning fast train to speed by to Montreal. The engine and about six freight cars had succeeded in making the siding when the engine of the passenger train crashed into a coal car, smashing the side of it and the front of the engine and practically lifting the engine on to the car.

Rails about the switch were torn up and traffic on this line was badly demoralized for the greater part of the day, although at the time of going to press crews were reported working to clear the line. In the meantime passengers are being rerouted. According to the information from Vars passengers on the early morning trains were transferred at Vars as the Montreal and Ottawa trains pulled up as closely as possible to the scene of the wreck.

**PASSENGER TRAIN SIDESWIPE 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.

**LINE WAS CLEAR FOR AFTERNOON TRAFFIC**

The wreckage following yesterday morning's collision at Vars station, when the engine pulling C.N.R. train No. 2 bound to Montreal from Ottawa, sideswiped a freight train which was pulling on to a siding, was cleared away yesterday afternoon so that the line was again open for the late afternoon traffic. The train which pulled out from Union station at 5 p.m. got through on time, and the evening train from Montreal reached here on time at 7.30 o'clock.

Engineer P. Lalonde, of Montreal who was at the throttle on the passenger train, saw that a collision was unavoidable when he noticed that all the freight train was not clear of the main line, applied the emergency brakes and jumped along with his fireman, W. Little, also of Montreal. Engineer Lalonde struck his head against a rail cutting it badly. Conductor A. P. Maloney of the freight crew was cut about the hands when he was thrown through the glass of his van.

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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.

**Small crowd when princes 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.

**SPECIAL TRAINS WITH "EX" VISITORS** Two special trains bearing Exhibition visitors arrived at Union Station today. A New York Central train from Tupper Lake, NY - containing 12 cars, brought many United States citizens from New York state. Ten cars filled to capacity made up the Canadian Pacific special from Lachute, Que.

**GRAVELY INJURED WHEN STRUCK BY TRAIN NEAR VARS**

Suffering From Nervous Breakdown, Helen Leroux. Aged 20 Years, Runs on Tracks in Front of Train.

**FRIENDS PURSUE IN VAIN EFFORT TO RESCUE HER**

Engineer Unable to Stop Train in Time, and Girl Hit by Locomotive.

Suffering from grave injuries received when she ran in front of a Montreal-Ottawa freight train near Vars station yesterday afternoon. Helen Leroux, aged 20 years, daughter of Mr. and Mrs. Adelard Leroux, of Vars, is a patient at the Ottawa General hospital, Water street. In addition to severe shock she is suffering from a compound fracture of the right leg, a fractured left arm and a deep wound on the forehead. Dr. F. P. Quinn, who is attending her, says she will recover.

Miss Leroux for some time had been working as a maid in the city and suffered a nervous breakdown and on Wednesday her father came to the city and she accompanied him home. Since her arrival there she became mentally affected at times. She was under a doctor's care while members of the family kept a constant watch over her.

Ran to Meet Train.

The Leroux home is situated close to the C.N.R. tracks, a short distance from the village station and yesterday afternoon for a moment. Miss Leroux escaped the vigilance of her parents and dashed out on to the railway tracks and ran right into the path of the oncoming freight. She had scarcely left the house when she was noticed and her parents and a neighbor ran madly after her in a futile attempt to drag her out of the path of the approaching train.

The engine crew noticed the girl running along between the rails towards them, apparently not taking any heed of the train's approach, and the other people running a short distance behind. The engineer applied the brakes, bringing the train to a stop, but not before the front of the locomotive had struck the girl and hurled her into the ditch alongside the tracks.

Her unconscious form was picked up and placed on an improvised stretcher and taken aboard the van of the train, and, accompanied by her parents, she was brought to the city. McEvoy Bros, ambulance was called and met the train in the Bank street yards, from where the girl was conveyed to the hospital.

05/01/1928 *Ottawa Citizen**Alexandria***TO USE ELECTRIC CAR ON LINE TO MONTREAL**

Important Innovation on C. N., Railway Next Week.

When the electric cars start running next week on the Canadian National between here and Montreal on the old Grand Trunk line, it will be the first time battery cars have ever been employed on that 116.3 miles of track. Ever since the late J. R. Booth laid down the old Canada Atlantic tracks, nothing but steam train have ever passed up and down that much travelled stretch of territory. The "battery" electric car has gone up the main line of the C.N.R. has seen service to Napanee, and has operated on the Montreal river route, but never before has such a contraption piled that line.

The cars are designed to do local work, leaving the steam train to carry the fast through traffic. In each case, the time of the steam trains will be cut down about half an hour.

31/01/1928 *Reading Eagle**Alexandria**Limoges*

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=zp8hAAAAIBAJ&sjid=\\_pkFAAAAIBAJ&pg=3092,5771838](http://news.google.com/newspapers?nid=1955&dat=19280131&id=zp8hAAAAIBAJ&sjid=_pkFAAAAIBAJ&pg=3092,5771838)

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 Gardmer, 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. Pilon 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 desperately 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.

**31/01/1928    Ottawa Citizen                      Alexandria                      Limoges**

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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 passafe 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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**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 sovornment and the Federal District Commission relates to the Rldeau 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 ot concrete were used in its construction and mucn 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 drvters 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.

**19/10/1928    Ottawa Citizen                      Alexandria                      Ottawa Union**

#### Ex-Railway Hand Faces Grave Charge

Sequel to Narrow Escape of Switchman While Handling Important Trains.

Although he professed ignorance of any reason why he should be accused. Sam Gallo, 312 Cumberland street, in police court this .morning was arraigned on three serious charges and was remanded until Tuesday by Magistrate William Joynt.

On October 17, while John J. Burke, a switchman employed by the Canadian National Railways, was operating a switch for outgoing passenger trains, a large rock was thrown from the Laurier avenue bridge and landed near him. The rock was wrapped in paper, tied with string and an elastic band. Had Mr. Burke been disabled the outgoing train would have gone through an open switch and would have been derailed. On October 3 another similar stone had been thrown from the bridge at the switchman when he was setting the switch for an outgoing Toronto train.

Breton B. Harris, special agent of the C.N. Rly, who investigated the case, laid a charge against Gallo who was a former employe of the railway. He was discharged, a year ago and Burke was doing the work he formerly performed. In addition to the stone throwing, the railway authorities during the last few weeks found that several switches had been opened. When arrested, Gallo had a switch key in his possession.

The first charge was for attempting to murder John James Burke by throwing or dropping a stone with the object of striking him. The second charge was less serious: throwing a stone with intent to injure John J. Burke, a person then being upon the Canadian National Railway. The third charge was for throwing a stone at John J. Burke, a switchman of the C.N. Rly., then In the exercise of his duty, with intent to injure or to endanger the safety of persons travelling or being upon the Canadian National Railway.

"Why did they charge me?" he asked the magistrate. "Who laid the charge, the company or someone else?"

He was given no information pending the hearing of his case. The stones were Nepean sandstone blocks such as used in pavements on the street railway right of way, and weighed eight or ten pounds.

**30/10/1928    Ottawa Citizen                      Alexandria                      Ottawa Union**

#### Alleged Stone Thrower Must Face Grave Charge.

In police court this morning, Sam Gallo, 312 Cumberland street, was committed for trial by Magistrate William Joynt on a charge of attempted murder. The case arises out of a large pavement block thrown from the Laurier avenue bridge on October 17. The stone landed near-John James Burke, a Canadian National Railway switchman who was turning a switch. Burke and other witnesses were positive that Gallo, a former employe of the railway, was the man they saw on the bridge after the stone was thrown. The stone weight 8 1/2 pounds

Gallo had been on remand on three charges since Oct. 19. Evidence was taken in only one case, but Crown Attorney J. A. Ritchie said the other counts could be included in the indictment in the higher court.

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 once the clocks once more.

27/05/1929 *Ottawa Citizen*

Alexandria

New Railway Cars Come Here Tuesday

C.N. Railways Will Put New Equipment on Ottawa-Montreal Trains.

Something absolutely new both for the railway and for its patrons will be seen Tuesday on the Canadian National, when the morning train in from Montreal, and the afternoon train out, will carry sun parlor observation cars with radio equipment and elaborate buffet service. These cars will very likely be the only cars in the world at present that boast of solarium and radio in the same style of coach.

Equally novel will be the new day coaches, which have individual seats. These can best be likened to those now in the better class of busses except that the seats are blue plush. Introduced on the Montreal-Chicago line last week they have already found great favor with the travelling public.

Making travel more comfortable and popular with the day coach passenger is a move that is progressing rapidly all over America and this new gesture toward further travel luxury allies Ottawa early in the comfort campaign.

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 derail

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.

Remarkable Escape of Many Persons As Ottawa-Montreal Passenger Train In Crash

C.N.R. Train Runs Operi Switch. Plows Into Freight Cars, Demolishes Corner of Alexandria Station. Much Wreckage. Fireman Only One Hurt, Injured as He Jumps

Alexandria, Ont., June 25th - when Canadian National Railway train number 50, from Ottawa to Montreal, carrying about 150 passengers, ran into an open switch about 500 feet west of the station here this afternoon, it plowed into a string of freight cars placed on the siding and pushed them over the open end of the siding into the station, demolishing the south-west corner.

Fireman A. E. Ricketts, of Montreal, the only person to receive an injury, suffered a broken collarbone, severe bruises and possible internal injuries, when he jumped from the locomotive shortly after it came to rest after plowing up several feet of the roadbed. The train was in charge of conductor George Keeler, of Montreal. Paul Lalonde, also of Montreal, was engineer. He jumped immediately after his fireman, but did not receive any injuries. The superintendent of the Montreal division, Alex McNaughton, was notified of the wreck, and he ordered the train in charge of conductor Harry Banfield, Hawkesbury, running from Hawkesbury to Glen Robertson the station east of here, to the scene of the accident, and when it arrived the two day coaches and a parlour car of the wrecked train were coupled on to it and taken to Coteau, where another engine was procured for the remainder of the trip to Montreal..

The passengers arrived in Montreal 45 minutes late. Mr. McNaughton arrived here on the six o'clock train to take charge of the wrecking crews and to gather particulars for the investigation, which will be held in Montreal this morning for the purpose of determining who was responsible for the switch being open. The main line was not blocked at any time, and the service between Montreal and Ottawa was not interrupted. Wrecking crews from Ottawa and Montreal were called to clear up the wreckage.

The wreck occurred about 3.47 o'clock. Train No. 50 was entering the station, and about 30 feet from where it ran into the open switch, it struck a derailler, tearing it out of the road bed, 25 feet further on the engine left the track and plowed up the road bed, the cow catcher digging into it. The track was torn up and the rails were smashed into several pieces.

Car of wheat spilled.

The engine telescoped a car of wheat consigned to the D. Markson flour mills, and the contents were spilled all over. When the engine struck the string of freight cars it shoved them along the siding out over the open end to the west of the station and through the station yard right up to the corner of the building. Had the engine not dug into the roadbed, the cars would most likely have taken the whole rear wall out of the station and many lives might have been lost, as there were many persons on the station platform waiting for the arrival of the train. Three other freight cars were damaged beside the one which was telescoped and completely destroyed. The car which struck the station was broken open at one end and its frame twisted. Another car, about halfway in the long line, was loaded with lumber, and when the impact came its load shifted, causing several pieces of lumber to crash through one end. The third car, which was next to the car of wheat, was thrown off the rails and was badly broken. A number of handcars, used by the section men and the work gang, who were ballasting nearby, was smashed into tinder. They were to the rear of the string of boxcars.

Emergency calls.

As soon as the crash came, The Station Agent, G.W. Shepherd, put in an emergency call to the local telephone exchange, which in turn quickly notified Doctors E. Charbonneau, J. T. Hope, and M. Markson, and fire chief Max Seger. The doctors were on hand quickly, and fireman Ricketts was receiving aid from the train crew, who had placed him on a stretcher when Dr. Markson arrived. The injured man was placed in a Bell Telephone Co. truck and driven by J. T. Bottomley, foreman for the telephone company, to the doctor's office. Here, Dr. Markson set the broken collarbone and closed up a cut on the fireman's nose with two stitches. Dr. Markson stated that the injured man was black and blue from bruises, and it was probable he was injured internally. As soon as he had received medical treatment, Mr. Ricketts was placed on the train and taken to Montreal, where X-ray photographs will be taken to determine the extent of his injuries.

The fire department responded to the call with a chemical truck, but fire did not break out in the wreckage.

Passengers just shaken.

There was no damage done in either of the three coaches of the passenger train or the baggage car, with the exception that when the impact came, the water cooler in each car fell over and splashed its contents over the floor of the coaches. The passengers were shaken up, but did not become very frightened. The fireman and engineer left the engine just about 20 feet from where it came to a stop. Had they remained on it till then, they would have been instantly killed, as the cabin of the engine and the front of the tender jammed together. Both the engine and tender were off the tracks and one wheel of the express car left the rails. These were the only cars comprising the passenger train to leave the rails.

All evening curious crowds gathered around the wrecked locomotive and Assistant Chief of Police. Z.J. Courville had plenty to do keeping the adventurous from climbing onto the engine as it lay half on its site being kept from sliding into the ditch by a pile of cedar fence poles. The Ottawa wrecking crew, under Foreman George Pallett, arrived here at 8 o'clock with conductor R.H. Eddie in charge of the train. The Montreal crew arrived at 8:30 o'clock and the two crews, directed by superintendent McNaughton, worked all night to get the wreckage cleaned up.

Solid brick building.

Station Agent Shepherd stated that he heard the crash when the locomotive met the string of boxcars. It was not very loud and within a few seconds, the plaster began to fall inside the station, caused by the boxcar striking the corner and pushing the rear wall about 6 feet out of place. The station is solid brick and was damaged in only one corner.

As far as could be ascertained there was only one man in the waiting room of the station, when the box car struck it. He was De L. McDonald and gave his impressions to The Citizen reporter. The first intimation of anything out of the ordinary was when he saw the plaster falling. He looked around and saw the freight cars right up to the station. He ran out and was one of the first persons to give aid to the train crew.

F. Service, Roadmaster for the Alexandria subdivision was in the station when the crash came. He ran out and when he saw what happened, notified the Montreal office. He then ran to the wreck and gave assistance.

A Remarkable Escape.

One of the most remarkable escapes was that of Joseph Marcoux, a taxi driver, who was standing near his car when the crash came. He jumped into the auto, put it in gear and stepped on the starter. His car plunged forward over the station platform and the freight cars in passing came so close that a spare tire on the back of his car was covered with paint from the site of the freight car.

A telegraph pole was snapped off at the base by the cars but the wires did not break.

The only Ottawa member of the crew was Morris Brennan, 449 Cooper Street, who was express messenger. He remained here and returns to Ottawa tonight.. Other members of the crew were B Myers, baggageman and A. Barnhart, trainman, both of Montreal.

The wrecked train left Ottawa at ?? o'clock standard time. Of the string of freight cars on the siding, thirteen of them had been placed there this morning, being received from the through freight and the way freight, about half the cars were empty the others containing lumber.

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."

13/08/1929 *Ottawa Journal**Alexandria**Ottawa Union*

Cook is Injured in Railway Car

Train runs through concrete block in Union Station.

While backing into a railway track at Union Station yesterday afternoon the C.P.R. Train number 506 failed to stop when the brakes were applied and ran through the concrete block at the end of the track.

As a result of the sudden shock T.E. Luttan, 3rd cook, of Lincoln Avenue, Montreal, fell to the floor of the salon car and sustained serious injuries to his back. He was taken to Ottawa General Hospital and is still there although his condition is not now serious.

An additional coach had been attached to the train before being backed into the track for the regular run to Montreal but it was found after the collision that the tube for the air brakes had not been attached with the result that when the brakes were applied they were of no use. The train later left for Montreal

21/08/1929 *Ottawa Citizen**Alexandria**Ottawa*

Biggest engine ever to come to Ottawa Brings Train of 18 coaches, many other specials arrive.

The biggest engine ever to come in to Ottawa hauled the biggest train ever to come in to Ottawa today when Canadian National engine Number 6153 drew 18 steel coaches and a baggage car into the Union Station. The occasion was the annual visit to the capital of the members of the Canadian National Railways Literary and Scientific Institute. Formerly these people made a pilgrimage to Ottawa in July but this year, exhibition officials contacted with the railway and as a result, they came 2,300 strong this morning. The passengers on this train and on the one which followed were handled by a fleet of Ottawa electric street cars held in readiness on the George street loop to take the visitors to the fair. Yet these extra cars were only a fraction of the exhibition business for no less than 85 extra coaches rolled into the Union Station today. They came in all sizes and ages. What seemed most striking was the variety of things they carried. Some brought club bags and came as if they intended to stay a month. Many had cameras, a few ball spit raps, some toted extra clothes for the baby, cameras were visible in dozens and lunches by the hundreds

An immense engine.

The gigantic 6153 stayed in the station long enough for the public and connoisseurs alike to look her over. People were astounded at her size. She is 92 feet long and has a walk along the side of the boiler big enough to push a baby carriage on. Taller than many small houses, it is like going up the sight of a ship to get to her cab. A dozen people ascended the monster's side to have a look at the "innards" .. The mechanical stoker, which carries the coal on a worm drive from it's tender under the cab to the firebox, was an interesting labor-saving device.

"Let me run on one of these all my life and I'd say thank you," said the fireman, who was showing the folks around. The way this stoker could shoot the coal in, and the force with which such a volume of black diamonds could be shoveled about was a revelation to many.

There were three other special trains this morning also. The Canadian National had a nine car extra from Ayrness, Valleyfield and Alexandria. It arrived at 10.20 a.m. Standard time and will leave at 10.30 p.m.

The New York Central had a special which arrived at nine this morning(Standard Time) and will leave at 10.15 p.m. (Standard Time)

Then there is the Canadian Pacific from Lachute, a hardy annual which had 10 cars.

All the trains running into Ottawa had extra coaches, the Canadian Pacific distributing them as follows: Waltham 1, Brockville 1, Prescott 1, Pembroke 1, Maniwaki 1, North Shore 3, Montreal Local 2, Montreal fast train2.

The Canadian National will have one extra on the Pembroke and Norway Bay 1 on the Pembroke and Golden Lake1 on the Montreal line 1 on the Montreal tunnel terminal and perhaps more than 1 on the aforementioned.

Altogether 85 special cards were dragged into the Union Station today. If a average 50 passengers ( and they can hold a lot more than that) then 4,250 people will be brought into the exhibition by the three local railways.

04/09/1929 *Ottawa Journal**Alexandria**Ottawa Union*

Youth's Attempt To Perform High Dive Into Canal, Lands Him In The HospitalTwelve Year Old Maurice Boivin Falls Through Train Shed Skylight, is Painfully Hurt.

Attempting to dive from the top of the train sheds at the Union Station to the Rideau canal shortly before five o'clock yesterday afternoon, 12-year-old Maurice Boivin. 144 St. Andrew street, crashed through a glass skylight, fell 20 feet and landed inside the station on number four track.

When picked up he was found to be suffering from a broken arm. bruises to leg and side, numerous cuts and from shock. He was rushed to Ottawa Genera! Hospita! where he was given first aid treatment by Dr. Sylvester Grimes. He was reported as improved early today. The dive from the sheds was to have been a demonstration for youthful companions who watched from the opposite bank of the canal.

26/11/1929 *Ottawa Citizen**Alexandria**Ottawa, Laurier Avenue*

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.

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.

04/04/1930 *Ottawa Citizen**Alexandria**Ottawa Laurier Avenue Bridge*

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.

19/05/1930 *Ottawa Citizen**Alexandria**Hawthorne*

Lost Part of Auto

Failure to see an approaching train cost Harry Nicholet, of Hawthorne, Ont., the front part of his automobile, Harry, accompanied by his mother.

Mrs. M. Nicholet and a cousin, Madeline Bray, were out driving Sunday morning. When crossing the CNR track near Hawthorne station the auto was struck by the CNR. transcontinental train. Only the auto was damaged. The passengers escaped with a shaking up.

Big Elephant Was the Means of Hurrying a New Laurier Bridge

Refused to Cross Old Wooden Bridge - Judgment of Elephant Was Taken as Showing Need of New and Stronger Structure Some Old Time Bridge Stuff

According to a story told by Mrs. Charles H. Thorburn, an elephant was largely responsible for the present steel bridge over the canal at Laurier avenue. The elephant refused to cross the old wooden bridge and the fact hurried the erection of a new modern bridge. Mrs. Thorburn wrote.:

"The many bridges that span our rivers and canal would, in themselves, provide material for an interesting paper. The old Sappers' Bridge remained until 1873-4 when it was widened and improved and Dufferin Bridge was built. The Sappers' Bridge was the only one over the canal until 1889, when Maria Street Bridge was constructed. It was a wooden, circular bridge with high arches on either side.

During the agitation for a modern steel structure to replace this old wooden one, which was built by a highly respected citizen, Mr. John O'Connor, a story is told about an elephant, that once came to the rickety old bridge, placed one of its ponderous feet on the shaky structure, turned back and refused to cross.

"In The Citizen, of April 20th. 1901. detailed description of the present bridge is given:

" The new Maria Street Bridge, due to the insistence of William Hutchison, at that time member of parliament for Ottawa, was widened to the present wide gauge instead of the narrow, as at first planned. The bridge is unique in one particular. It is built without a straight grade, in a parabolic curve and is the only one of its kind In Canada.

A Strong Bridge.

" Four hundred tons of steel were used In the building and it is so constructed, that if a train ran off the track and knocked out any of the steel columns, (of which there are 24) it would not affect the flooring. The late Mr. John Bums was the contractor for the masonry abutments and the Dominion Bridge Co., for the steel work "

Opened In 1901.

"The new bridge was opened on July 4th, 1901, and the account states: 'Should an elephant or any other heavy weight come back to Ottawa it need have no fears about walking over the new handsome steel structure which now joins Maria and Theodore streets, in an enduring grip. Upon completion the bridge was renamed Laurier, after the Prime Minister at that time."

03/12/1930 *Ottawa Citizen**Alexandria**Ottawa Union*

The noise of chisels and hammers resounded through the Union Stationbuilding today, as workmen commenced to dig up the concrete to remove the old iron gates that guard the entrance to trains. The gates are to be replaced by a glass-enclosed-entrance similar to the one at the Windsor Station in Montreal. Double doors on the Besserer street entrance in the station have just been completed,

12/01/1931 *Ottawa Citizen**Alexandria**Ottawa Union*

There is considerable construction work being undertaken at the Union Station. The new glass-enclosed gates at the entrance to trains are rapidly nearing completion. The iron structure has already been erected and part of the glass has been installed. In addition, new marble steps are being constructed to replace those leading to the ground level, and the canopy over the main entrance to the station is being repaired.

Hit by a train on R.R. Bridge woman dies  
Mrs. F. Gratton is hurled 50 ft into River at Castle none.  
Sister and child escaped unharmed  
Frantic mother throws herself on boy beside track.

While crossing the railway bridge over the South Nation River at Casselman, Mrs. Fabian Gratton, 47, of Casselman, was struck and instantly killed by a Canadian National Railways Ottawa-Montreal passenger train, while her sister-in-law, Mrs. Andre Charbonneau, a visitor from Vermont, and her eight-year-old son, Joseph, had a narrow escape from death, early last evening.

After being struck by the train, Mrs. Gratton was hurled 50 feet into the water below. Although taken from the water immediately, she was found to have been killed instantly.

Her sister-in-law saved herself and her boy by lying face down beside the track, while the train rolled past without touching them.

Taking shortcut.

Mrs. Creighton and the others were taking a shortcut across the bridge to the home of Moise Leroux, the woman's brother, on the other side of the Nation. Crossing the railway bridge would have saved them a walk four or five times as long.

When the three people heard the whistle of the train as they were on their way across the bridge they realized the danger that they were in. They decided to make an effort to get back to the shore by the way they had come. They hurriedly retraced the steps across the bridge, but in her haste Mrs. Charbonneau's foot caught in a tie and she slipped. As the train was almost upon them, she threw her son down ahead of her and fell upon his prostrate body to shield him. Mrs. Gratton was abreast of them running between the rails.

While the Charbonneaus lay safely beside the track, Mrs. Groton, unable to reach the bank, was struck by the locomotive, and thrown 50 feet ahead and off the bridge into the shallow water of the South Nation. The tracks were 20 feet above the surface of the water, which was two or three feet deep.

The engineer, H. H. Legate, although driving slowly as he approached Casselman station, where he was due at 6:30 p.m., Standard time, halted the train almost within its own length. He and the conductor, George Keeler, led the way down the bank of the river to get the woman.

The one physician on board the train, Dr. Dolan, of Alexandria was ready to give medical attention when Mrs. Gratton was removed from the water. He pronounced her dead at once. Placed in the baggage car, the body was taken to the station, where Dr. S. Ladouceur, of Casselman, confirmed Dr. Dolan's pronouncement. Mrs. Charbonneau and her son were not injured, although they were greatly upset by the tragedy and their own narrow escape.

Almost a witness.

Mrs. Gratton's husband was almost a witness of the accident. Working in his garden about 200 yards from the bridge, he saw the train stopped and the passengers jumping off, but he gave little thought to it. Then when the crowd assembled on the river bank, he went over to see what was the matter. The shock of finding his wife lying dead on the shore overcame him.

Dr. Ladouceur said the woman suffered fractures of the skull the right leg and the left arm, in addition to bruises and cuts.

Dr. Martin Powers, coroner of Rockland, made a journey to Casselman last night and decided that an inquest was not necessary, as death was accidental. He intimated this morning, however, that he would consent to hold an inquest if it should be requested by the Canadian National Railway company.

Highway Blocked. Highway No. 34. between Alexandria and Lancaster, was blocked for four hours last night when four large cedar trees were torn out by the wind and fell across the road. The water tank at the station at Alexandria was struck by lightning and some of the boards split but no serious damage was done.

# Eleven Hurt in Collision as Parlour Car Telescoped Close to Union Station

C.N.R. Passenger Locomotive plows into rear of C.P.R. train, when smoke and fog obscure engineer's vision -.

Eleven persons, nine of them residents of Ottawa, were injured last night in a rear-end collision involving C.P.R. and C.N.R. fast trains from Montreal. The crash occurred shortly after nine o'clock about one-half mile from the Union Station and is attributed to heavy fog, smoke and steam. The C.N.R. train telescoped the parlour on the C.P.R. express and passengers were injured by being hurled from their seats.

Four in hospital.

The following is a complete list of injured, according to railway, medical and Hospital reports:  
(details omitted)

Poor visibility.

Both trains were due in Ottawa almost at the same time, the C.N.R.'s arriving time being 9.15 o'clock, while the C.P.R. express was due at 9.16. The trains had to use the main line to enter the terminal, when each would be diverted to its respective track.

How the accident happened was not announced by officials of both companies, but it was customary according to the statement of one of the train crews concerned, for the C.N.R. train being due in first, to enter the terminal first. Last night the C.P.R. train was ahead, and the engineer of the C.N.R. locomotive, not suspecting its presence, and unable to see its tail light, could not stop his heavy train before the collision occurred.

Fog blanketed the railway yards to thicken the darkness of the night, at the scene of the accident, and full visibility was further intensified by the fact that on the right of the incoming trains were long lines of coaches on sidings.

Preparing to leave.

The accident occurred as many of the passengers on both trains were just rising from their seats to don hats and coats in order to disembark at Union Station. The crash flung them against the sides of the cars and to the floor.

It was regarded as fortunate that no one was killed or more seriously hurt when the locomotive of the second train ploughed one third of the way through the rear of the steel parlour car.

After the accident both engine and parlour remained upright on the tracks, and the passengers were also spared the additional danger of fire, so frequently the result of railway smash-ups.

Aid for the injured was quickly rushed to the scene from Union Station, and some of the passengers were carried from the trains to the stationmaster's office in wheelchairs.

Notified at his office of the collision, Dr. F.W. McKinnon, 323 Metcalfe Street, rushed to the scene and rendered first aid to the injured. He accompanied the four whose conditions were serious enough to require hospital treatment and at the Civic Hospital superintended the taking of X-ray plates in cases of suspected fractures or internal injuries.

Knocked unconscious.

P. C. Thomas Emerson of Ottawa Police Force, who was returning to Ottawa after a visit to Montreal, was hurled against the side of the car with such force that he was knocked unconscious and was assisted to a chair by fellow passengers. Despite his severe injuries, the constable declined to be examined at the Union Station, and was helped to a taxi and driven home.

When visited shortly after midnight at his home, 15 Adelaide Street, P.C. Emerson complained of a severe headache and a wrenched hip. "I was just getting up to put on my hat and coat," he stated, "when the crash came and flung me against the side of the car. I must have been knocked out cold for the next thing I know, someone was helping me to my feet."

Wrestler injured

Victor (Axel) Anderson, professional wrestler of Flin Flon, Manitoba, who was passing through Ottawa on his way to Northern Ontario, where he is scheduled to be a principal in a number of bouts was dashed to the floor of the car in which he was standing, and landed with terrible force on his head. A little dazed he attempted to make his way to the station waiting-room intending to leave the capital on a later train for Northern Ontario.

Just as he reached the doors leading into the interior of the station, Anderson had a dizzy spell and leaned against the wall. Assisted to the station master's room by two redcaps the wrestler insisted that he was all right and at first refused to go to the hospital.

He protested that he must get his train out of Ottawa, but after standing a few minutes, he suffered with dizzy spells and was ordered to Civic Hospital by Dr. McKinnon who later took an X-ray plate of Anderson's head. As it is feared that the wrestler may have suffered a fractured skull, he is being kept under observation till the result of the X-ray photograph is definitely known.

Fire chief hurt.

Chief J. C. Lemieux of Ottawa fire department was just getting up from his seat in the smoking compartment of the C.P.R. pullman when the collision occurred. When brought into the station immediately afterwards, the chief, who had been in Quebec to attend the funeral of Chief Lawrence Donnelly of Quebec Fire Department, was still dazed from his severe shaking up.

"I was just getting ready to leave the smoking room," he said, "when the crash threw me into the side of the car." The chief at that time had a large lump above his temple and a few minor facial cuts.

In observation car.



A. E. Corrigan, 301 Laurier Avenue east, when interviewed stated that he was returning to Ottawa on the C.P.R 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 14 or 15, had left the observation car when the train was about a mile out from Ottawa to get to their overcoats, etc., in preparation to getting off at the station.

"I would have been out of the car too, if it has 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 overshoes 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. McKinnon looked at my injuries. I was then put into a taxi and taken to my home."

Saw engine approaching.

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. I looked away for a second or two when suddenly the crash came and I 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 to 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 I'm suffering slightly from shock.

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

C.P.R. Statement.

The following official statement of the collision was issued at two o'clock this morning by William Garland, Assistant Divisional Superintendent, Canadian Pacific Railway:

"One Canadian Pacific train, No. 5, "The Dominion", in charge of conductor J.A. Gamble and engineer G.F. Towsley, engine 2802 was approaching Ottawa Union Station, and when just east of Laurier avenue bridge, the rear end was run into by Canadian National Train No. 1., engine 6026, slightly injuring the Canadian Pacific train, and the following passengers A.E. Corrigan, Ottawa; J.C. Lemieux, Ottawa; John H. Morehouse, Montreal, and Brakeman C.M. Pattie, Ottawa, all of whom were conveyed to their home.

"Considerable damage was done to the equipment of both trains and train No. 5 departed one hour and 15 minutes late. The cause of the affair is yet to be determined."

Start investigation.

Investigation of the accident was started immediately after the news of the smash-up reached the station, and Paul H. Fox, Assistant Superintendent of the Ottawa division, C.N.R., took charge of the work of clearing the main track. The delay caused to the two transcontinental trains through the collision was due, however, to the necessity of making up and equipping an entire new train, rather than to lack of trackage from Union Station.

Members of the crew of the C.N.R. locomotive, which plowed into the rear of the C.P.R. train were: H. H. (Rick) Legate, engineer, 220 Lewis street, Ottawa; J.R. Palmer, fireman, 30 Waverly Street, Ottawa; George A. Byers, conductor, 1031 Wellington street, Ottawa; George Burgess, 152 Glenora Avenue, Ottawa, brakeman of the train, and Alfred Newman, 31 fifth avenue, flagman.

While the damage caused in the collision could not be estimated accurately last night, it was believed damage to the parlour alone would exceed \$10,000, while minor damage was caused to the C.N.R. locomotive 6026, one of the largest steel engines on a Canadian railroad.

The train crews concerned in the collision do not proceed beyond Ottawa on a normal run, and last night all except Brakeman Burges, who was among the injured, went to their homes here.

The injuries sustained by passengers, and crew and damage to the locomotive on the Canadian National train, which runs through to Vancouver, halted its departure from Ottawa by one hour and 45 minutes, the train pulling out for the west at 11.10.

The group of relatives and friends of the passengers on both trains gathered in the concourse of Union Station were not informed of the collision till the casualties of the crash were escorted by railway employees and redcaps through the gates. One of the injured passengers was conveyed in a wheel-chair to a waiting up automobile, while others were supported on their way to the stationmaster's office where medical attention was given. No panic resulted from the affair and orderliness and efficiency prevailed in attending to the needs of passengers, the clearing of tracks for outgoing and incoming trains.

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 Townsley, 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 employees 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.

**14/12/1931      Ottawa Citizen      Alexandria      Ottawa Union**

**Probe Continues in Collision of Trains**

**Most Thorough Investigation Is Under Way.**

The investigation into the rear-end collision of C.N.R. and C.P.R. trains in the Laurier avenue yards continued Saturday and yesterday, and no official report has as yet been issued..

H. C. White, C.N.R. superintendent at Ottawa, informed The Citizen that a most thorough investigation was being made.

Mr. White stated the C.N.R. train was running on time. He further said that the trains had been running on the single track for 25 years. This was the first time an accident of this nature had occurred.

Victor (Axel) Anderson, wrestler, who was the most seriously injured in the collision, was reported at the Civic Hospital to be improving. Hope is held out for his recovery.

**15/12/1931      Ottawa Journal      Alexandria      Ottawa Union**

**WHY SO CLOSE?**

The rear-end collision between two passenger trains on the railway tracks just outside the Ottawa station directs attention to a condition that has been puzzling for a long time to many laymen. Why should two important trains, one on the C.P.R. and the other on the C.N.R. and both from Montreal, be due in Ottawa within one minute of each other? Apart altogether from the danger of running passenger trains in such close proximity a danger increased by poor visibility as on Friday night it would seem to an orderly mind that passengers debarking from these trains could be more economically and conveniently handled separately by the station staff.

Now that a number of people have been badly hurt or shaken up, perhaps those in authority will see the advisability of rearranging the time schedules.

**17/12/1931      Ottawa Journal      Alexandria      Ottawa Union**

**TRAINS TOO CLOSE,**

Sir: Referring to your editorial of today may I point out that a reference to the two time tables of the C.P.R. and C.N.R. will show that there is not one minute difference in the arrival of the two trains which were involved in a serious accident last Friday night. Both are billed to arrive at the Union Station, Ottawa, at 9.15 p.m.

The time tables also show that both trains leave Montreal at 7 p.m. and are therefore obliged in one case to cover 111.3 miles and the other 116.2 miles in two hours and 15 minutes. This by the way is about 45 minutes faster than the average time taken for many years. It will be seen, therefore, that the engineers must keep moving fast every minute - approaching the Union Station at Ottawa.

Two yardmen - one at the head of the "deep-cut" who passes these trains on to the single track and the other at the Laurier avenue bridge to their proper terminals - must be wide awake. It will be seen that all concerned have had a very serious duty imposed on them, as the time tables apparently give these two trains equal rights.

Furthermore, there is no certainty which of the two trains will be given the lead from the first switch, so that the first train must approach the second switch slowly in order to be identified and sent on to its proper terminal. According to the conditions exposed by the recent accident no time is lost in passing the second train on to the single track, with the result that there will always be a danger of serious accidents unless a block signal system is provided to protect the trains.

It would be interesting to know on whom the local officials place the blame for the recent accident not likely on those who prepared the time tables and clearly invited what has actually happened.

W. E. BENNETT.

88 Carling avenue,  
Ottawa, Dec. 15.

## Hearing in Collision

To fix the responsibility and apportionment of the payment for damages arising out of the collision between a C.N.R. and a C.P.R. train in the Ottawa yards, on the night of Friday, December 11, last, the Board of Railway Commissioners is hearing representations of counsel for both railways at a sitting today. Revision of railway regulations may result from the hearing. Hon. Justice C. P. Fullerton, chief commissioner, said this morning. It is expected that the hearing will take at least two days. The sittings are private.

20/02/1932 *Ottawa Citizen**Alexandria**Ottawa Union*

## Rail Collision Hearing

Sittings of the Board of Railway Commissioners in the enquiry into the collision between a C.N.R. and a C.P. R. train near the Ottawa depot on the evening of December 11 last have been adjourned until Tuesday morning. The Railway Commission is acting in the case as a board of arbitration between the two railway companies. The taking of evidence has already occupied two days and it is expected that the hearing will be at least two days longer.

03/05/1932 *Ottawa Citizen**Alexandria**Alexandria*

## Crushed Beneath Wheels of Train Near Alexandria

Nova Scotia Man Fatally Injured. Had Joined native Sons Lodge in Ottawa, Letters Reveal.

ALEXANDRIA, Ont. May 2 When he fell off a Canadian National freight train and under the wheels here late tonight, Alex A. Cameron of Stellarton, N.S., suffered amputation of both his legs above the knees and died before medical aid reached him. The freight had stopped here for water, and it was while testing the wheels of the cars that the conductor found the man beside the track with both his legs off.

He was carried to the station and Dr. E. Charbonneau called, but the man was dead when the doctor arrived. An inquest will be opened here tomorrow morning by Dr. Pollock of Avonmore, coroner for the district.

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21/03/1933 *Ottawa Journal**Alexandria**Casselman*

## Montreal train many hours late

Hundreds of Ottawa people delayed by engine trouble at Castleman.

Hundreds of passengers Ottawa-bound from Montreal were delayed several hours en route last night when the engine of the No. 1 Canadian National Railways express due here at 9.20 o'clock broke down near Castleman, Ont., and the occupants of eight coaches did not reach their destination until nearly 1 o'clock this morning.

When the Montreal train was due at Union Station last night time boards announced time of expected arrival as 10.15 o'clock. It was found later, however, that the mechanical failure of the engine of the express was serious, and a special train was sent out from Ottawa to pick up the passengers at 10.45 o'clock. It returned with the late travelers at 12.55 o'clock today. The stalled train itself reached Ottawa about three o'clock.

23/11/1933 *Winchester Press**Alexandria**Ottawa Union*

A new device that is regarded as one of the most practicable yet designed for the protection of level crossings, has been invented by R.N. Murphy, Hull. The board of railway Commissioners regards it as about the best suggestion so far submitted to provide safety at level crossings. And has asked Mr. Murphy to set up a working model in the Union Station.

The device will have warning lights a bell and a barrier. It will be cheaper to install even than the wig-wag system, it is claimed. All methods of warning will be operated automatically by electricity.

18/12/1933 *Ottawa Citizen**Alexandria**Maxville*

## STEPPED INTO PATH

MAXVILLE, Ont., Dec. 17. Her view hindered by an umbrella she carried to protect herself from a pelting rain, Mrs. Ross, wife of J. Archie Ross, local baker, stepped into the path of a Montreal-Ottawa C.N.R. freight train and was instantly killed tonight. Mrs. Ross was on her way to attend service at St. Andrew's Presbyterian church about 7.30 p.m. when the accident occurred. Coroner J. H. Munro, M.D., will hold an inquest.

Mrs. Ross and her son, Archie, school teacher at St. Elmo, set out from the family residence together for church. Their way led past the village post office and there the son stopped to mail a letter intending to catch up with his mother who continued on. While she was walking alone, a freight train travelling between Montreal and Ottawa struck her. The late Mrs. Ross leaves her husband, and two sons, Archie and James, the latter residing in Montreal, and a daughter, Peggy, at home.

13/07/1935 *Ottawa Citizen**Alexandria**Coteau*

## Take Nine Men From Ottawa-Bound Train

Are Lodged in Cells at Coteau Station

COTEAU STATION, Que. July 13 Quebec provincial police took nine men off an Ottawa-bound freight train here early today in the belief they were connected with the hunger march of Montreal unemployed Ottawa. Names of those arrested were not given out immediately. Officers lodged them in cells here and resumed their guard over the railway yards.

06/12/1935 *Ottawa Citizen**Alexandria**Ottawa Union*

## Unidentified Man Killed by Fumes In Fruit Storage car

Body of Unfortunate transient Taken from Toronto-Ottawa Train Today

Asphyxiated by fumes from a heater in a fruit storage car in which he had taken refuge while riding on the Toronto-Ottawa morning train, the body of an unidentified man of about 40 years of age was found this morning on arrival of the train at 6.30 o'clock here.

Emery Lafoley, 159 McKay street, who inspects the heaters on the cars, discovered the body and informed police. Constable Joseph Reynolds investigated and ordered the body be taken to the Radmore Stewart Funeral Home, 1323 Wellington street. Dr. R. M. Cairns, coroner, was called, and after a preliminary inquiry adjourned the inquest to Monday at eight o'clock in the police station.

The man, who was wearing a light brown suit, grey overcoat and cap, had evidently been taking a ride from Toronto, and taken refuge from the cold in the heating apartment of the car. He must have been overcome by the fumes before being aware of danger. There were no marks of identification in his clothing except for a piece of paper on which was written "Mrs. B. Walley, East College." It is believed this is a Montreal address. It was also discovered that the man had a large operation scar on the abdomen and a scar on the lower part of the right jaw.

## Montreal Youth Is Killed Under Train

Roland Durocher, 19, Slipped and Fell As He Jumped Off Tender.

An inquest was opened this morning into the death of Roland Durocher, 19, of Casgrain street, Montreal, who was fatally injured when he jumped off the tender and slipped and fell under the wheels of the second last coach of the CPR Montreal-Ottawa train as it was pulling into the yards here shortly before one o'clock this morning.

Durocher with his chum, Henri Mercier, 15, of 5145 Henri Julien street, Montreal, were said by police to be beating their way to Timmins, Ont., where they were going to seek employment. The boys left Montreal on the train at 10.15 p.m.. As Durocher had relatives in Ottawa it was the intention of the boys to stop off here to see them before going on to Timmins.

The badly mutilated body of Durocher was found by his chum, who had jumped to safety first. The train carried Durocher on into the yard out of his sight and as he was walking into the yard he saw what he thought was an old coat and found it was his friend's body.

Mercier, when he saw the body of his chum, rushed into the station and told officials. Constables John Cavan and Arthur Rondeau of the city police were sent to the scene and brought Mercier to the police station where he told his story.

The inquest, opened at Hulse Brothers' funeral home, 315 McLeod street by Dr. J. E. Craig, coroner, was adjourned until Thursday at 8 p.m. at the police station.

The body of Durocher was identified by Mercier, who will be held in Ottawa until the inquest on Thursday when he will give evidence.

Near Laurier Bridge.

The scene of the fatal accident is just 150 yards south of the Laurier avenue bridge where the train would be slowing down to come into the station.

At this point there is a sloping snow bank and it is believed that Durocher's feet struck this when he jumped from the train and he lost his footing and fell under the last cars.

The trainmen in charge of the train were Eloi Huard, 142 Irving avenue, engineer, and Clarence Leach, 118 Rochester street, conductor. They did not know of the tragedy until they reported off duty at the Union Station and Mercier rushed into the station and told of the accident.

28/02/1936 *Ottawa Journal**Alexandria**Ottawa Union*

## Death of Youth Due to Accident

Constable tells of commandeering locomotive in search for body.

How he commandeered a railway locomotive to search for the body of Roland Desrochers, 19, of Montreal, who was killed while riding "blind baggage" on the Imperial limited early Tuesday morning, was described by Constable Arthur Rondeau at the inquest into the death of the youth at police headquarters last evening.

After hearing the evidence, the coroners jury under Dr. J.E. Craig decided Desrochers met his death while trespassing and that it was accidental. Desrochers and a chum, Henri Mercier, 15, of Montreal, jumped from the tender of the fast CPR train as it entered the Union Station yards at the Deep Cut. Mervier, who landed safely, found his friend lying dead father north along the right-of-way, apparently struck by the side of the train as he jumped. Mercier at once notified railwaymen at the terminal.

Sent to the yard to find the body and not knowing exactly where it was, Constable Rondeau signalled to a passing locomotive to stop. He climbed on the fender and the engineer drove slowly along the line so that the sweeping rays of the headlight would enable the officer to find the object of his search. The body was found about 150 yards south of the Laurier avenue Bridge. The engine crew then drove the Constable, still on the fender, back to the Union Station to call an ambulance.

Members of the train crew, Eloi Huard, 142 Irving Avenue, engineer; John Finn, 41 Spadina avenue, fireman; Clarence W. Leach, 118 Rochester Street, conductor; Frank Hawkins, 60 Spruce street, and Charles Nicholson, 107 Hamilton Avenue, brakemen, told the coroner and jury they knew nothing about any accident until after they had pulled into the station.

Other Witnesses examined by acting Crown Attorney Raoul Mercier were Dr. D.E. Winter, Edouard Laurin, 332 Champlain avenue, Hull, car inspector, and Constable William Petty, of the Canadian National Railway police.

Henri Mercier, who has been held here as a witness since the accident, is being sent home to Montreal by the railway.

27/07/1936 *Ottawa Citizen**Alexandria**Russell Road*

## Vars Farmer Killed at Russell Road Crossing

George Simpson meets death while returning home from market. Drove into side of locomotives of Montreal-Ottawa train a mile east of Hurdman's Bridge.

George Ephrian Harper Simpson, aged 50 years, farmer of Vars, Ont., was instantly killed shortly after 4 p.m.. Saturday, a victim of a level crossing crash on the Russell Road, a mile east of Hurdman's Bridge. Simpson, alone in his motor car returning home from market, was in collision with the Montreal-Ottawa C.N.R. local passenger train due at Union Station at 4.20 p.m.

Dr. J. S. Nelson, coroner, viewed the body and on Saturday evening opened an inquest at Hulse Bros. parlours, after which the body was turned over to H. Tanner and Son, undertaker, of Vars. After preliminary proceedings the inquest was adjourned until next Friday at 8 p.m. at the Gloucester Town Hall, Billings Bridge.

The cause of the accident may never be known. There is a clear view for a considerable distance of trains approaching this crossing from the east. The crossing is a double one, the C.P.R. and C.N.R. tracks running parallel.

Possible causes.

There were no witnesses other than the train crew. Rain had fallen only a short time before and it is possible that the unfortunate man's car skidded into the train on the wet pavement. It is also possible that he did not notice the approach of the train and also that he may have been confused as to which track it was on.

The motor car ran into the side of the locomotive hauling the train at the front, and while it was not thrown or carried any considerable distance it was sideswiped by the cars as they passed by before the train was brought to a stop. Simpson was thrown from the car and was picked up at the side of the tracks 36 feet from west of the crossing. His head was badly crushed and his right arm badly broken at the shoulder. In the crash the auto was swung at a right angle to the road and one side was badly damaged.

The train was in charge of conductor C.C. McCulloch and engineer Wm. T. Asher, both of Ottawa. According to railway officials the usual warning was given by the train crew for the crossing.

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**Alexandria Man Killed By Train**

Allan Snider, 78, Was Returning From Fishing Trip When

ALEXANDRIA. Aug. 1. - Returning from a fishing trip. Allan Snider, 78. of Alexandria, was struck and killed by the nine oclock Canadian National Railways Ottawa-Montreal express about a mile and a half east of this place.

The engineer of the train reported at Glen Robertson that he thought his locomotive had struck something on a curve east of Alexandria and asked that an investigation take place immediately. Sectionmen investigated and found the badly mangled body of the elderly gentleman, who was later identified as Mr. Snider, a well known stonemason of this town. It was ascertained that Mr. Snider, who was stone deaf, was on his way home from a fishing expedition walking along the right of way.

Dr. D.J. Dolan, chief coroner for Glengarry viewed the remains and will conduct an inquest some time next week. Constable M. Seger of Alexandria is investigating the fatality.

01/08/1936 *Ottawa Journal**Alexandria**Russell Rpad***Crossing Signal Urged by Jury**

Death of George Simpson, of Vars, Result of Accident.

Accidental death was the verdict of a coroner's jury at the Court House on Friday night, which investigated the death of George Simpson, 80, farmer of Vars, Ont, who was killed when his automobile ran into a C.N.R. engine last Saturday afternoon at a level crossing on the Russell Road, a mile and a half south of Hurdman's bridge. There was a rider recommending that some safety device be placed at the crossing "as this is at least the third fatal accident at this same crossing."

Albert Chapmsn. retired railwayman, whose home is on the Russell Road about 300 feet from the crossing, stated he was an eye witness of the tragedy and when he saw the automobile approaching the crossing he was certain there was going to be a smash-up. He told the jury he heard the engine whistle and expressed the view the automobile had run into the side of the engine.

His wife also said that she heard the whistle. W.T. Asher, engineer of the C.N.R. passenger train, stated he gave the customary warning whistle when nearing the crossing. He stated that he saw the automobile approaching but fully expected it to stop. He put on the emergency brake when the car continued. He did not see the actual collision as he drew his head in to avoid fragments from the automobile.

C. C McCulloch, conductor, and other members of the train crew. Chief of Police C.P. McCarthy, Constable John Brown and Dr. R. M. Cairns who examined the body all gave evidence.

28/09/1936 *Ottawa Citizen**Alexandria**Moose Creek***One Hurt; Three Escape When Train Wrecks Car**

MOOSE CREEK. Sept. 26; -Ferginald Deroucher. of Sandrinuham. suffered a broken hip when the car in which he was a passenger was struck by a freight train yesterday afternoon. The three other passengers in the car escaped with a shaking up despite the fact that the car: was completely demolished. The injured man was rushed to hospital at Cornwall.

The other passengers In the car; were Paul and Levi Deroucher and F- Bovin- all of Sandringham.

16/10/1936 *Ottawa Citizen**Alexandria***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.

20/01/1937 *Ottawa Citizen**Alexandria**Greenfield***Greenfield Woman Killed Instantly Walking on Track**

ALEXANDRIA, Ont Jan. 20. Struck by a C.N.R. passenger train as she was walking on the railway tracks near her home, Mrs. Duncan John Roy MacDonald, aged about 60 years, well known resident of Greenfield, was instantly killed at 10.45 o'clock this morning. The accident occurred about one and a half miles east of Greenfield station.

Dr. D. J. Dolan. of Alexandria chief coroner for Glengarry county, was notified and had the remains taken to Alexandria. He will open an inquest at a later date.

According to the train crew, Mrs. MacDonald was walking on the tracks, her back turned to the westbound train. The accident happened in a curve and the train engineer first noticed the unfortunate woman when the train was but a few hundred feet away. Emergency brakes were applied but the woman was struck with great force and thrown several yards along the right of way.

The train came to an instant stop and when it was ascertained that the woman was dead, the body was left in charge of the train's brakesman. The train stopped at Greenfield and the coroner at Alexandria was notified by telephone.

Dr. Dolan went immediately to the scene and had the remains taken to Alexandria where they were later taken charge of by relatives. The coroner is expected to open an inquest some time today.

George Keeley of Montreal was the conductor, and S. McMillan, also of Montreal, was the engineer of the train.

Engineer Hurt In Train Crash Near Maxville  
William Roach Injured In Jumping from Cab of Flyer

William Roach master-mechanic and travelling engineer of the Canadian National Railways, who resides at 598 King Edward avenue was injured in a crash one mile west of Maxville, at 9.35 p.m. standard time Wednesday. When the C.N.R. trans-continental passenger train No. 1, west-bound, side swiped the rear of an east-bound freight train at a siding. The passenger train scheduled to arrive here at 10.15 p.m. standard time did not arrive until 4.30 a.m.

The only person on either train to suffer grave injuries, Mr. Roach was badly cut about the face and head and received a fractured right wrist when he jumped from the cab of the transcontinental flyer. First aid was given the injured man by Dr. W. B. McDiarmid, of Maxfield, assisted by a nurse, who was a passenger on the west-bound train. Mr Roach was later brought to hospital here.

Failed to clear track.

The wreck occurred when the freight train was pulling into the Maxville siding. It failed to fully clear the main line tracks and two rear cars were sideswiped by the heavy locomotive of the passenger express. The engineer on the freight was James Rawlings, of Ottawa, and the engineer in charge of the trans-continental was N.T. Ashe, of Ottawa.

A flat car Laden with Lumber was hurled from the right-of-way and an empty baggage car on the freight was derailed.

Curve Near Scene.

Railway workers said the freight had set flares at the both front and rear of the train, but, owing to a slight curve on the tracks, the engineer of the passenger train was unable to see them until he was virtually on top of the slow-moving freight.

The engineer of the passenger train set his air brakes, but was unable to avert the crash. Seeing that a collision was inevitable, Mr. Roach jumped from the engine's cab, and received his injuries when he fell heavily to the gravel road bed. Mr. Roach had been travelling in the cab in keeping with his duties.

Locomotive damaged.

The passenger locomotive was badly damaged, and had to be replaced by another which was sent from Ottawa. The steam chest of the engine was torn off where its sideswiped the freight cars, and its driving gear was put out of commission. The entire side of the empty baggage car attached to the freight was ripped out by the impact.

Passengers remained in their seats on the train which was upright on the rails and undamaged except for the locomotive. The special brought Ottawa passengers back. Pullman car occupants remained in their berths until the track was cleared and the transcontinental able to continue. Of the 43 passengers travelling on No. 1, the only ones affected were a group in the colonization car who, although badly shaken up, did not require medical aid. Conductor of the freight train was George Walton of Ottawa, while the conductor of the passenger train was George Brockwell. It was reported a number of transients were stealing a ride on the freight train, but none was injured.

Sent Wreck Crew.

Immediately after the crash, conductor Walton reported the wreck to Ottawa. A wrecking crew and special train was sent to the scene to clear the line and bring the passengers to Ottawa. Alex B. McNaughton, superintendent of the Ottawa division of the C.N.R., accompanied the train and investigated causes of the collision.

Dr. F. W. Mackinnon was at the station here to meet the special train, and the trans-continental later. Of the 15 on the special, R. Wohn, a dining car steward, reported his back was bothering him and he was given treatment.

F. Godfrey, of Toronto, passenger on the express, said there had been no excitement.

03/06/1937 *Ottawa Citizen**Alexandria**Maxville*

C.N.R. Express Crashes into Freight Train at Maxville; One Injured

MAXVILLE, Ont., June 3. Only one person suffered injuries that required medical attention when the crack Canadian National Railways' Montreal-Vancouver express crashed into the rear cars of a freight train near here last night. William Roach, master mechanic of Ottawa, who was riding in the locomotive cab, jumped from the speeding train just before the crash and suffered fractured right wrist, cuts about the face and bruises. The accident occurred about 10.30 daylight saving time last night. The passenger train, which was westbound, passed through Maxville station on time.

Delayed in Clearing.

The freight train, number 402, which was eastbound, was just moving into the long siding about a mile west of here. Due to some trouble in a derailling switch, the train did not move off the main line as quickly as expected. The crew of the freight, however, had placed a number of flares on the track, but it is understood that due to a curve in the line at that point, they were not entirely visible to the speeding passenger train.

Just as the last of the freight cars were moving into the siding, the passenger train hove in sight. Its engineer at once saw the flares and applied the brakes with all possible haste but the distance was too short and the express crashed into the last two cars.

Lumber Strewn About.

The cars wrecked were one with a load of lumber and one deadhead baggage cars. The lumber was strewn all over the tracks and some length of rail torn up. Due to expert handling by the train crew, however, no part of the passenger train left the tracks.

Wrecking Crew Busy.

News of the wreck was quickly flashed to Ottawa and A. B. McNaughton, divisional superintendent, at once ordered the wrecking train out from the Bank street, Ottawa yards. With Mr. McNaughton in personal charge, the crew reached here in record time and went to work to clear the track. Dr. W. McDiarmid of Maxville was called to the scene of this accident and after rendering first aid to Mr. Roach, made a checkup with C.N.R. officials of the passengers.

Engineer M.T. Ashe was in charge of the passenger train engine. The conductor was G.M. Brockell of Ottawa.

15 Passengers Arrive.

Fifteen passengers bound for Ottawa arrived at the Union station at 3.30 daylight saving time this morning on a special train which had been sent for them. Dr. P.W. McKinnon, C.N.R. physician, was on hand in case any of the passengers required attention. One man who stated that his back was hurt was examined by the doctor. The passengers stated that the jar from the crash was very light considering the fact that the train stopped in such a short distance.

**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 Union***Engineer Boarding Locomotive Falls, Is Fatally Injured.**

James A. Dean, 48-year-old Canadian National Railways engineer died early last evening in an 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 p.m. as the yard train was backing south out of a siding. At the time the train, of which Dean was the engineer, was in charge of Fireman W.L. Thurlow of Robert street. Dean had left the engine in charge of the fireman while he went to get something to eat. Although there are no known eyewitnesses to the tragedy, it is believed that Dean returned and started to 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 the 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.

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

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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.

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**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.



## Death of J. Dean Found Accidental

A coroner's jury under Dr. Harry Dover last night found that James A. Dean, 48. Canadian National Railways engineer, met an accidental death on Friday, July 22nd. No blame was attached to anyone.

Mr. Dean died en route to the Civic Hospital last Friday evening from injuries he suffered when he was run over by an eight-car train in the yards beneath Laurier avenue bridge.

Medical testimony showed that Mr. Dean succumbed to internal hemorrhages and shock. W.L. Thurlow, 64 Robert street, fireman on the train, told the jury he was a qualified engineer and that Mr. Dean had asked him to take charge of the train while the latter had his supper. Mr. Thurlow stated he did not know anything was amiss until he received a signal to stop and after closer investigation found Mr. Dean lying below one of the train cars.

J.A. Perrault, 31 Harvey street, yard helper, testified he was on the third car while the train was backing up. Suddenly he noticed an object underneath the train and signalled for the engineer to stop. It was after the train halted that he realized Mr. Dean had slipped as he climbed the steps and had fallen between the tender and the engine.

Witnesses were asked questions by Crown Attorney Raoul Mercier

29/07/1938 *Ottawa Citizen**Alexandria**Ottawa Union*

## Runaway Horse Races Down Track To Union Station

Five minutes before the eight o'clock train was due to arrive from Montreal last (e)vening, a large dapple gray colt, dragging a two-wheeled braking cart behind it, appeared racing down the tracks under the Laurier bridge, headed for the Union station. Suddenly as the high stepping animal reached an open switch, the cart was tossed up in the air and broke clear of the horse. But the horse kept on its way, headed for the station.

Red Caps stared. Train crews gasped. Edward Bowen, postal employe standing by a car load of mail awaiting the arrival of the train, jumped from his wagon and raced to meet the oncoming horse. As he reached the big colt, the animal halted, sweat pouring from its body, but beyond a slight scratch on its right hind leg, otherwise unharmed.

While yardmen cleared the track of the smashed cart, Bowen stood wondering what to do with the horse. Far down the track came running a man. It was M.J. Gorman, 9 Robinson avenue, owner of the horse. Beads of perspiration were pouring down his face also. It had been a long run for him.

## Train Thunders By

After thanking Bowen for capturing his horse. Mr. Gorman headed back for the street and home, taking the colt with him. As they crossed the tracks to the road, the train from Montreal thundered into the station, down the same track where only a few minutes before the animal had come racing.

Speaking to The Citizen after he had a chance to catch his breath, Mr. Gorman said that he bought the horse just recently. He intended breaking it into a saddle horse and putting it on show. "It's a lovely animal," he said, "although it has had kind of a bad start."

Mr. Gorman said that he took the animal out last night for the first time and was running it up and down Hurdman road near his home. The colt took fright at a pony that passed stepping quite high, and just bolted, he said. The reins broke. Mr. Gorman said, and as the horse and cart shot forward, he landed on his back in the middle of the road. "But I was not hurt," he claimed. The horse sprinted down the road, veered off the pavement over to the left and onto the railway

30/08/1938 *Ottawa Citizen**Alexandria**Ottawa Union*

## 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.

Recalls Wreck Near Maxville in Eighties

During his association with railway construction work with the old C.A.R. in the eighties, Mr. H. P. Howell, veteran resident of Ottawa, figured in a bad wreck between Maxville and Alexandria.

It was in the year 1882. Mr. Howell was on the rear coach of a mixed train coming from Coteau Junction to Ottawa and it was about two o'clock in the morning when this train passed Alexandria Station. About one o'clock that morning a special, carrying a considerable number of passengers, had left Ottawa bound for Montreal. In some manner directions had become mixed and instead of waiting at Maxville for the mixed train to pass, the special continued on its way.

The result was that at a point half way between Maxville and Alexandria the two trains met head-on and there was a terrific smash-up. The two engines piled up, several of the cars of the mixed train were hurled into a deep ditch, many passengers were injured and fireman Clarke of the mixed train was killed. The force of the collision uncoupled the coach on which Mr. Howell was travelling and sent it flying down the tracks. It didn't stop its backward journey until it reached a point near Alexandria station

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.

05/05/1939 *Ottawa Citizen**Alexandria*

Royal Train Engine Making Trial Runs Before the Big Day

She has an important date with Their Majesties and members of the royal party but she still has to do her regular work.

"She" is the C.N.R. engine for the royal train. No. 6400, one of the six thousand type and most powerful in the passenger service, was used in the regular Montreal-Ottawa service before she was selected to be the engine for the royal train.

The engine still takes her turn on the Montreal-Ottawa run. With a sparkling coat of blue paint, the engine was in Ottawa today and will return next Tuesday for a trial run preparatory to going on her royal duties.

23/08/1939 *Ottawa Citizen**Alexandria*

Killed Instantly At Farm Crossing

Hay wagon hit by train. Citizen account incomplete

23/08/1939 *Ottawa Journal**Alexandria**Alexandria*

Boy Killed Five Escape

ALEXANDRIA, Ont., Aug. 23. One 12-year-old boy was killed instantly and five other persons escaped uninjured when the hay rack on which they were riding was struck by the C.N.R. Montreal-Ottawa express, four miles east of here, at 11.15 a.m. today.

The dead boy was Laurent Jeurond, son of Mr. and Mrs. Fred Jeurond, of Alexandria. Those who escaped, by leaping from the rack just before the crash, were: Dennis Jeurond, grandfather of the boy and on whose farm the accident happened; Lauriet, Aza, Romeo and Joseph Jeurond.

The six persons were riding on the empty rack, drawn by a team of horses. The crossing was on a grade and the train crew was unable to see the rack until it was too late to avoid a crash.

Those on the rack leaped on either side of the tracks, but Laurent apparently became excited.

The train crew was composed of Engineer John Fellowes, Fireman Alfred Huntsinger and Conductor Alex Runciman, all of Montreal. The train was 35 minutes late in arriving at Ottawa.

Coroner Dr. D. J. Dolan is opening an inquest.

31/08/1939 *Ottawa Citizen**Alexandria**Maxville*

Maxville Man Dies As Train Hits Auto

MAXVILLE, Ont., Aug. 31. Thomas McDougall, one of Maxville's best known citizens, was killed when his sedan was struck by an east-bound express train at the Borden plant crossing about 150 yards west of the depot this morning.

The car, which was carried about 100 yards on the engine pilot, is practically a total loss.

Mr. McDougall, a retired farmer, was carried to the office of Dr. W. B. MacDiarmid where he died in a few minutes. Dr. J. H. Munro, coroner, allowed the body to be removed to Hoople's funeral parlor, where an inquest will be held by Dr. T. O McLaren, coroner, of Lancaster.

Four Metcalfe people Escape Train Hits Car  
Leap to safety before locomotive shears engine from machine

Escaping death by a split second, four residents of Metcalfe leaped from an automobile just before it was struck by the Montreal-Vancouver CNR flyer on a level crossing on the Russell Road two miles south of Hurdman's Bridge on Sunday at 10.35 p.m.

Occupants of the automobiles were: W.A. McDowell the driver, his wife, and Mrs. W. A. McCooye and her seven-year-old daughter, Phyllis. Sheers Off Engine.

Mr. McDowell stalled the car on the tracks as he was attempting to put the gears in reverse to back it clear of the oncoming train.

The engine carried the car 29 feet down the tracks, shearing off the motor and entire front, leaving it a twisted mass of iron. But all occupants had leaped to safety after Mr. McDowell had shouted "jump"

Mrs. McDowell who was sitting in the front seat with her husband, jumped out and ran across the tracks in front of the engine. A projection on the cowcatcher of the locomotive caught the tail of her coat, tearing it as she flung herself off the right of way. The narrow escape left her speechless for some time after the accident but she was otherwise unharmed.

Mrs. McCooye and her daughter jumped from the rear door, the former suffering a slight bump on the head and bruises. She did not require medical attention.

"I thought my end had come" Mr. McDowell told The Journal. "I wasn't worried so much about myself, it was the three others in the car I was worried about.

"I didn't see the train until it was practically at the tracks. I put on the brakes but by the time the car came to a stop, the front of it was over the tracks. When I put the gear shift into reverse the motor conked and there we were. It was terrible but I didn't become excited until I saw my wife run across the tracks directly in front of the engine.

"I realized later it was the best thing she could have done because if she hadn't, my car would have been dragged on top of her when the train struck it."

According to police Mr. McDowell was proceeding towards Metcalfe. Mrs. W. A. McCooye and her seven-year-old daughter, Phyllis, were in the rear seat of the 1929 sedan.

At the point where the accident occurred there were two level crossings on the road 184 feet apart. Mr. McDowell crossed the first set of tracks and was a few feet away from the second crossing when his wife shouted: "Here comes a train".

The engine was in charge of M.T. Ashe, 122 Argyle Avenue. The train arrived at Union Station 12 minutes late. Provincial Constable Emile Soubliere investigated.

08/07/1940 *Ottawa Journal**Alexandria**Hawthorne*

Woman Killed Falls From Train Near Ottawa

Mrs. Nellie Stracey, Montreal, Opens Rear Door of Last Car.

Falling from the small platform at the rear, of the Montreal-Ottawa C.N.R. train as it neared the Capital at 11.30 p.m. Saturday, Mrs. Nellie Stracey, 52, of 7 Park Place, Westmount, a CNR employe in Montreal, was killed instantly. The accident occurred just west of Hawthorne station. Investigators reported Mrs. Stracey who was believed to be on her way here to visit friends for the week-end, went to the wash-room at the back of the last coach. Leaving: the washroom, she was seen by Brakeman George Burgess, of Ottawa, to open the rear door, apparently in the belief there was another car back of it.

Tried to Warn Her.

Mr. Burgess rushed to warn her, but on reaching the door discovered she had fallen from the platform. The train was brought to a stop, and Mrs. Stracey was found in the ditch alongside the tracks. When it was seen the woman was dead, the train proceeded to Union Station: and authorities were notified. H. H Brown was conductor of the train.

J. A. Rogers, CNR divisional superintendent told The Journal that, according to railway regulations, the staircases on either side of the platform at the rear of the last coach always; are kept open, this to permit the flagman to signal the engineer. At the back of the platform there is a guard rail.

On all other coaches the staircases are closed over, when a train is moving, and passengers are permitted to walk from one coach to another without danger.

Investigate Tragedy.

Chief Coroner Dr. W. T. Shirreff, Sergeant R. P. Labelle, of the Provincial Police, and Investigator B. B. Harris, of C.N.R.. police, went to the scene to investigate, and the body was then removed, to the parlors of Hulse and Playfair, Limited, 315 McLeod street.

A post-mortem was performed on Sunday, and an inquest was opened by Dr. Shirreff this morning and adjourned until Friday at 8 p.m. at the Court House.

Mrs. Stracey was born in England, and in 1914 she married William Stracey, who predeceased her in 1927. Following her husband's death she became employed with the C.N.R.. and was stenographer in the CNR. treasury, head office, Montreal.

08/07/1940 *Ottawa Citizen**Alexandria**Hawthorne*

Montreal Woman Killed In Falling From Fast Train

Mrs. Nellie Stracey, Aged 52, Stepped Out of Rear Door of Last Car. Was Coming to Ottawa.

Falling off the rear platform of a fast-moving train near Hawthorne on Saturday night, Mrs. Nellie Stracey, age 52 years, of 7 Park Place, Westmount, Que., a C.N.R. employe in Montreal, was instantly killed. She was coming to Ottawa to spend the week-end with friends. The body was taken to Hulse and Playfair Ltd., 315 McLeod street, where an inquest was opened by Dr. W. T. Shirreff, chief coroner, at 8.45 this morning and adjourned until Friday at 8 p.m. at the court house. A post mortem was conducted by Dr. T. R. Little, pathologist at the Civic hospital.

Mrs. Stracey was a passenger on the Montreal-Ottawa train due at Union Station at 10.40 p.m. Saturday. The train was in charge of H H. Brown, conductor, and George Burgess, brakeman.

The accident occurred a short distance west of Hawthorne station, about 5 miles from Ottawa. Mrs. Stracey, who was unaccompanied, went to the washroom in the last coach. It is believed that she lost her direction when she started to get back to her seat. Instead of walking back in the coach, she stepped out of the rear door and fell to the tracks. The brakeman saw the woman go towards the door and made an effort to stop her but he was too late.

Train Stopped at Once.

The train stopped immediately. The lifeless body was found in the ditch alongside the track. The woman passenger had died from severe head injuries, numerous bruises and shock. One of the train crew was left in charge of the body and the train proceeded to Ottawa.

B. B. Harris, C.N.R. investigator, was notified. He left immediately for Hawthorne as did Coroner Shirreff. Sergeant R. P. Labelle, of the Ontario Provincial Police, joined the investigation. The body was brought to Ottawa in the Hulse and Playfair ambulance. Relatives in Montreal were notified by company officials.

Investigators believe that the unfortunate woman did not know that the coach she was in was the last one on the train and that darkness prevented her from noticing her error before it was too late.

The body was taken to Montreal today. The funeral service will be held on Tuesday at 2 p.m. at the William Wray funeral chapel.

## Find Woman Met Accidental Death

A verdict of accidental death was returned by the jury at the inquest into the death of Mrs. Nellie Stracey, of Montreal held Friday evening in the Court House. Cerebral haemorrhage and fracture caused by a fall from the rear coach of CNR train No. 1 at Stanley's Crossing near Hawthorne last Saturday night, was the cause of death.

Conductor Herbert. Brown, in giving evidence said the last car was just an ordinary coach and had no bar or railing on the back. The back door was always left open so the flagman could signal the engineer.

Mr. Burgess, a brakeman on the train said he had seen Mrs. Stracey open the rear door, apparently in the belief there was another car back of it. He rushed to warn her but on reaching the door discovered she had, fallen from the platform.

Witnesses who were questioned by Crown Attorney Raoul Mercier, K.C., were Dr. Thomas R. Little, who performed the post-mortem; Sergeant R. P. Labelle; Brenton B. Harris, special investigator for the CNR.; Miss Jean Bleach, Montreal; Eileen Stracey, Montreal; Brakemen George T.

Burgess and Henry Dolman and Conductor Herbert Brown.

Dr. W.T. Shirreff, chief coroner, was in charge of the inquest.

*Ottawa Union*

## Train Leaves For West After Derailment

The CN.R. fast trans-continental train drew into Union Station at 10 o'clock Monday morning, more than 10 hours late after the locomotive, two express cars and a day coach were derailed at Hurdman's Bridge. The train left for the West a half an hour later.

The derailment was caused by the C.P.R. operator at Hurdman's Bridge who threw the switch to avoid a collision at the cross tracks with the Toronto pool train which was just leaving Ottawa. The right-of-way was cleared by men who worked since 11.35 p.m. Sunday night to put the big locomotive and the cars back on the tracks.

Due in Ottawa at 11.40 p.m. the train was proceeding slowly through the yards. The switchman did not think the engineer was going to be able to stop to let other train cross. Acting instantly as the danger loomed, he threw the switch and the train was stopped in its tracks.

Passengers for Capreol and other points North were sent out shortly after three o'clock Monday morning on a special train, while those bound for Winnipeg spent the night in Ottawa. W. G. Doherty, assistant superintendent of the Ottawa division, C.N.R. supervised operations

*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.

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.

*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 railtraffic 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.

*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.

Ottawa Union

## 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 employees, with his "all abo-o-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.

*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.

Mr. Roosevelt left Ottawa last night as unobtrusively as he arrived at 11 25 in the morning. After brief respite at Laurier House, home of Prime Minister Mackenzie King where the two "old friends" chatted over an evening meal. F D R. left for the Nicholas street siding, where he boarded a special train.

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.

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.

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.

21/12/1944      *Ottawa Journal*      *Alexandria*      *Casselman*

#### Freight Cars Go Off Track Near Casselman

5 O'clock Edition Service.

Two cars of an eastbound C.N. R. freight train went off the track near Casselman, 31 miles east of Ottawa, about 2.30 this afternoon, blocking traffic on the line. Railway officials said no member of the train crew was injured, but one of the cars had caught fire. It was not expected the traffic delay would be serious.

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

#### Freights In Collision At Casselman

Traffic on the Montreal-Ottawa Division of the CNR was disrupted yesterday, when two freight trains were in a rear end collision at Casselman. It is reported no members of the train crew were injured though members of a work gang riding in the caboose of the first train had to jump to safety.

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.

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.

07/07/1947 *Ottawa Citizen**Alexandria**Ottawa Union*

Mississippi Train Will Have 5-Hour Slop In Ottawa

The "Know Mississippi Better" train carrying about 200 goodwill ambassadors and a special coach containing exhibits of the state of Mississippi will be in Ottawa July 22.

For 19 years this train has toured North America financed by an organization whose object is to tell the world about Mississippi's opportunittics and resources and at the same time gain information about the accomplishments of others.

General Chairman of the organization is Dennis Murphree, a former governor of the state.

Was Suspended

During the war years the train's tour was suspended but was revived last year and, according to Mr. Murphree, is more popular this year than before. It has visited over 500 cities and towns in the United States, has been 11 times into Canada, five times to Mexico and once to Alaska.

Among the 200 persons aboard the special train will be state officials and leaders in all walks of life from Mississippi. Each member pays his own expenses and Mr. Murphree has specifically requested that no special reception be accorded them. However, it is understood that Mayor Stanley Lewis and a representative from the American Embassy will meet the train when it arrives at six o'clock in the evening at Union Station. The train will leave again the same night at eleven o'clock.

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 in the rear truck on the third car from the engine derailed that truck as it 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.

#### Car Hits Train Three Persons Gravely Hurt

Crashing into a fast-moving Ottawa-Montreal CNR freight train at a level crossing on the Russell road one-and-a-half miles east of Hurdman's bridge a few minutes after nine o'clock Saturday night, three persons were injured, all critically, and the automobile in which they were driving was almost demolished.

In Ottawa General Hospital are Michael McKenna, 40, of Woodroffe, swimming instructor at the Chateau Laurier and driver of the car; James Fitzgerald 46, of Hawthorne, an employe of the City Waterworks Department, and his wife, Mrs. Katherine Fitzgerald, 35.

Mr. McKenna, believed to be the more seriously injured of the three, is suffering from a fractured skull and possible internal injuries. Mr. Fitzgerald is suffering from a possible skull fracture, fractured jaw and internal injuries while his wife is also suffering from a fractured jaw, severe lacerations to the scalp and possible internal injuries.

Slight improvement in the condition of the three injured people was "reported by hospital authorities today.

According to the report of Provincial Constables Hugh A. L. Robertson and John Trudel, the accident occurred when the automobile, travelling towards Ottawa, struck the freight train almost in the center section of the long line of cars.

#### Saw Train Too Late

Apparently noticing the train a few seconds before the crash McKenna applied his brakes and when his car skidded ahead on the icy surface of the road he swung sharply to the left. The car continued in a sideways skid, however, and into the line of moving freight cars.

McKenna was thrown clear, landing in a ditch a few yards away, but Fitzgerald and his wife were pinned inside the automobile, the man in the front seat and the woman in the rear. McKenna was rushed to hospital in a police car upon the arrival of the constables but the Fitzgerald couple had to be extricated from the tangled wreckage by means of crowbars before being taken to hospital in ambulances.

The freight train, which left Ottawa at nine o'clock, was in charge of Conductor Alexander Callender, of Montreal, and Engineer Edward Kemp, of Ottawa.

#### Train Delayed

The New York-Montreal-Ottawa CNR train due in The Capital at 12.45 p.m. yesterday, pulled into Union Station more than an hour and a half late at 2.20 p.m. The delay was caused by a breakdown of the huge locomotive at Casselman. Passengers waited while an engine was rushed from Ottawa and coupled onto the stranded train, after which it was brought to Ottawa.

#### Police Seize Man On Train

Arrested by Sgt. J. A. Stringer of the Ontario provincial police, aboard a Brockville-bound train as it moved out of the Union Station at 10.20 a.m. today. Lionel Lafleur, 26, of 70 Barrett street Eastview, faces a charge of armed robbery in connection with the theft of an Ottawa taxi on May 23. Previously arrested and similarly charged were Frank. Gromoll, 32, McArthur road, Eastview and Archibald Morrison, 29, of Winnipeg. They were taken in custody of his cab by three men who drove off toward Orleans.

Lafleur's arrest this morning was effected scant seconds before the train in which he was travelling, had left the Union station. Sgt. Stringer, accompanied by Constables J. B. McNeill and Chris Doherty had just completed an unsuccessful search of the building, when he climbed aboard the train to look for Lafleur.

#### Jump From Train

As the pool train began moving, Sgt. Stringer questioned one of the passengers who gave his name as Lamoureux. When the officer asked for further identification, the passenger produced a number of cards, one of which bore the name, Lionel Lafleur Sgt. Stringer then arrested the man and both jumped from the train before it had left the station.

At the provincial police office. Lafleur gave a statement to police and was lodged in the county jail pending a court appearance

#### OBG Members Off To Camp

The high point of the departure of some 120 boys for the Ottawa Boys Cubs camp at Mink Lake yesterday morning was the spectacular 500-yard dash down the Union Station platform by Mr. and Mrs. James Mac Arthur, 376A Sparks street, and Citizen photographer Bill Newton which landed 10-year-old Barry MacArthur on the Eganville train.

The CNR train was pulling out of the union station when Mr. MacArthur flashed down the platform, carrying a dunnage bag, while 50 yards behind ran Mrs. MacArthur with Barry clasping a fishing rod and haversack. While some 50 spectators shrieked "stop" at the moving train. Bill Newton grabbed the fishing rod and haversack and Barry's other arm and sprinted for the train which a soft-hearted conductor signalled to a stop. "That before breakfast," panted the perspiring parents. "Thank goodness, the rest of the day is a holiday."

Parents, envious small brothers and sisters and a good representation of family pets were down to see the excited group of campers off in two special cars.

ALL ABOARD! The conductor's call echoed along the platform at Union Station Saturday morning a moment after The Evening Citizen cameraman had snapped this picture of 44 happy girls as they left via the CPR train for the TWCA camp at Lake Davern. They will spend two weeks there, where they will join 20 other girls who arrived two weeks ago and will remain until the end of July. -Another group will leave Ottawa July 31 for a fortnight's outing. "Cap" Donald Bertrand, of the Union Station staff, is shown in the foreground. Photo by Newton.

#### Excursion For Maxville Games

The committee in charge of the Highland Games in Maxville, have announced that the return fare on special CNR train is \$1.40 and not \$2 as announced in a recent advertisement. A special train will leave Ottawa at 10.30 a.m. on Saturday, July 31, and return, leaving Maxville at 11.30 p.m. This will enable Ottawa people to enjoy a full program of Scottish sports, games and the big dance and concert which will be held in the evening.

## Special Train For Maxville Scots Games

A heavy exodus is expected tomorrow from Ottawa to Maxville for the Glengarry Highland Games, a strong demand being reported for tickets for the special CNR train which will leave the Union Station at 10.30 a.m., daylight saving time, on Saturday. The train will make its departure from Maxville at 11.30 o'clock tomorrow night, daylight saving time.

Passengers on this special train will be able to spend the whole afternoon and evening at the Scottish sports including the concert at night for which the featured soloist is Miss Jean MacLeod of Toronto.

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06/09/1948 *Ottawa Citizen**Alexandria**Alexandria*

## None Injured In Crash Of CNR Freight

## Special To The Citizen

ALEXANDRIA Canadian National Railway transportation and freight services were disrupted for more than seven hours shortly before three o'clock Sunday morning, when an eastbound CNR freight train crashed into the rear of another CNR freight standing in the yards less than a mile from Alexandria station.

No one was injured and damage was confined mainly to an empty caboose car which was demolished by the tremendous impact and two or three end cars which were separated from their trucks.

CNR yard officials declined to comment on the circumstances responsible for the accident and to release the names of the engineers involved. A wrecking crew from Montreal worked throughout the morning until well after 9 p.m. to clear the tracks of debris and permit a normal flow of rail traffic.

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 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.

30/06/1949 *Ottawa Citizen**Alexandria**Casselman*

## 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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**Four Hurt When Truck Crashes Freight Train**

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

Rushed to Ottawa General hospital by Exclusive Ambulance were:

Roger Poulin, 21, of 10 Russell road, Hurdman's Bridge, the driver of the truck, who is suffering from head injuries, possibly dislocated jaw and possible chest injuries.

Maurice Whissel, 20, of Hurdman's Bridge, head and arm injuries.

Ronald Scharf, 18, of Hurdman's Bridge, abrasions of head and hand injury.

Fay Young, 17, of 169 Patterson avenue, possibly fractured hip and cuts about the chest.

**Girl Is Heroine**

The truck, police reported, was travelling east along the River road, when the train loomed up in front of it. Only the swift action of Fay Young in drawing the attention of the driver, Poulin, to the oncoming train, is credited with saving the party of youths from more serious injuries or even death. As it was, the truck smashed into the side of the train, was carried along the track for 50 feet and finally rolled into a deep gully, turning over four times in its fall and coming to rest upside down, with the four young people pinned underneath.

Pieces of the truck were strewn 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.

Miss Young, in spite of her injuries, managed to extricate herself from the wreckage of the totally-destroyed truck and crawled up the embankment to seek help for her injured fellow-passengers in the truck.

**Flagged Motorist**

The injured girl flagged down a passing motorist and was driven to a restaurant, where she phoned for Exclusive Ambulance.

While the four people were waiting for the ambulance, two provincial police constable, A. L. Robertson, in charge of the Gloucester detachment of the Ontario Provincial Police, and Lyle Smith arrived on the scene and rendered what aid they could to the stricken quartet.

It was later discovered that the truck belonged to M. Poulin, father of Roger, who loaned the truck to his son, to go riding. The vehicle is a total wreck, after its precarious plunge down twenty-five feet of rock-strewn gully.

Provincial Police Constables Robertson and Smith made the necessary arrangements to have the train flagged down at Alexandria, since it was thought that some of its brake apparatus might have been damaged by the impact of the truck.

None of the injured youths was in critical condition. Emergency reported by the hospital to be in treatment was administered to them upon admission.

One, Ronald Scharf, was allowed to go home after treatment to his torn left hand. The others were detained in the hospital overnight for observation.

Police reported that the truck crashed into the sixth last car on the 46-car freight, bound for Montreal in charge of Conductor Wannamaker and Engineer Miller

30/09/1949 *Montreal Gazette**Alexandria***Train of Tomorrow Now In City And on Show at Central Station**

A pastel vision on wheels honked, then gracefully rolled to a stop at Coteau Landing yesterday afternoon.

It was General Motors' Train of Tomorrow. The 792 residents of the village were at the Platform to see the last word in travelling luxury, with them were 100 Montrealers who had journeyed the 37.8 miles from the city by bus.

The party from the city climbed aboard and, after a 10-minute stop the blue train sped off. Before it arrived at Central Station here 45 minutes later, it had hit a smooth speed of 82 miles an hour.

Said engineer Norman Bradley, of Ottawa, high in the white cab of the Diesel locomotive: "I understand it's been up as far as 117 but I know it could do much better.

R. C. Vaughan, chairman and president of C.N.R., said: "The train is definitely modern and is well named Train Of Tomorrow. No doubt as time goes on more of them will be in service."

Soft music drifted from the pastel walls in the observation lounge named Moon Glow. The sleeping car, incidentally, is called Dream Cloud. But back in Moon Glow, high above the Top O' The Rail cocktail bar, the most curious of the party settled down under the Astra Dome roof. There, in a glass-enclosed dome fitted with plush seats, the view in spite of the dull day was extraordinary.

The Astra Dome roofs were fitted into each of the four cars the other two were Star Dust, which is the chair car, and Skyview, the dining car.

The diner contains the first all-electric kitchen on wheels, having 11 refrigerator cabinets for fish, salads, meats, frozen foods and other items, as well as an array of electric kettles, ranges, broilers, plate and cup warmers, a coffee urn, juice extractor and other fittings.

For the special trip yesterday, red anthuria, shipped from Hawaii, were used as floral decoration in the train

Everything from ashtrays to telephones have been built into the cars. There are air conditioning, in foldaway beds, nylon upholstery.

The experimental train is powered by two 12-cylinder Diesel engines having 1,000 h.p. each. The public may inspect it at the Central Station from today through Tuesday

30/09/1949 *Ottawa Citizen**Alexandria***Rail Men Ride Tomorrow's Train**

When the Train of Tomorrow pulled out of the Union Station on Thursday at 1:15 p.m. many of the top Canadian officials were aboard.

A number of them arrived in Ottawa shortly before departure time on CPR and CNR trains from Montreal.

Top executives from Canadian and American General Motors Corporations, who built the train, included Col. R. S. McLaughlin, Oshawa, chairman of the board and W. A. Wecker, president of the Canadian firm, and C. R. Osborne and R. K. Evans, vice-presidents of the parent American company.

CPR executives on the train for the fast run to Montreal included N. R. Crump, vice-president, G. A. MacNamara, vice-president, traffic, L. B. Unwin, vice-president, finance, J. H. Campbell, public relations manager. H. J. Main, assistant to the Montreal vice-president and A. M. Hand, assistant to the Toronto vice-president.

Other officials were present from the CNR, the Ontario Northern Railway and banking and government offices.

08/05/1950 *Ottawa Citizen**Alexandria**Limoges*

The Canadian National Railway station at Limoges which was threatened by live embers from the fire, was given some protection by a CNR freight train which was moved up and down the track to ward off the live sparks.

31/08/1950 *Ottawa Citizen**Alexandria**Ottawa Union*

Only two on board

First passenger train arrives

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

At the Chateau Laurier, however, it will take a day before new guests can be accommodated and the cafeteria won't be open until Friday. 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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**Derailment Averted**

What might have resulted in a serious holiday accident was averted Saturday night when a crowded Canadian National Railways train, Vancouver-bound from Montreal, had to be halted two miles east of Hurdman's Bridge with a broken wheel "tire" on one of the rear coaches.

The train, No. 1 due in Ottawa at 10.20 p.m., was delayed more than four hours as a result of the mishap.

None of the passengers suffered anything more than inconvenience, and those coming to Ottawa were taken on to Union Station aboard the front section of the train.

The remainder of the passengers remained aboard their coaches until a work crew from here completed repairs to the damaged coach.

CNR Divisional Superintendent Gordon T. Dunn told The Citizen on Sunday that there was no derailment, and that the engine crew was able to halt the speeding train without difficulty when the trouble developed.

02/03/1951 *Ottawa Citizen**Alexandria**Maxville***Maxville Man Killed By Train  
Special To The Citizen**

MAXVILLE One man was killed and his father miraculously escaped serious injury when the CNR No. 2 flyer from Vancouver smashed into a milk truck at a level crossing here at 9.15 this morning.

Dead is John Cuillier, 22, a resident of Maxville, who was driving the truck.

Injured but able to walk away from the wreckage was his father, Arthur Cuillier, 68, a retired farmer now living at the west end of the village.

The train, according to railway officials, was travelling at its average running speed although it was running two hours late. It does not stop at Maxville and residents of Maxville estimated it was travelling at between 50 and 60 miles per hour when it went through the crossing in the center of this Glengarry County village.

The engineer was Robert J. Eno, 109 Glenora Avenue, Ottawa.

**Warnings Were Working**

Railway officials reported that both wig-wag and bell signals were working at the crossing and there is no explanation why the driver of the truck did not see or hear the warning as the weather was clear at the time, although it had been snowing previously. The train after a brief delay continued to Montreal.

Mrs. Napoleon Richer told The Evening Citizen she understood her brother and father were travelling south up a slight incline to the crossing and that the road was quite slippery after the recent snow.

The train roared down upon the crossing and struck the rear of the truck with a crash that could be heard throughout the village. The vehicle was broken in two. The cab was slammed against the concrete base of the crossing standards, only 15 feet from the point of impact. The rear end was hurled into the air and travelled 100 feet down the right-of-way.

Aroused by the sound of the crash, neighbors in nearby houses rushed to the scene and pulled the father, dazed and bleeding from cuts about the face from the twisted metal. The impact threw his son through the air and he landed in a fresh snowbank 100 feet down the track, close to the remains of the rear end of the truck.

**Father Able To Walk**

Mr. Cuillier a little later walked up to the home of Jacques Legault while his son was carried there and died shortly afterwards. Dr. Don Mutch was summoned and, after preliminary treatment, removed both men to his own office. Dr. Howard Munro was also on hand to assist.

Mrs. Richer explained that her father and brother were out to pick up milk to be delivered to the Borden Company plant next to the Cuillier home. The truck was owned by her eldest brother, Ernest Cuillier of Maxville.

10/01/1952 *Ottawa Citizen**Alexandria**Ottawa Union***Toronto Trip Ends Abruptly**

Aboard a train for Toronto to visit his mother, 11-year-old John Hutchinson of Eastview was spotted by a CNR constable Clifford McNamara and returned to his home.

John told Eastview Police Constable Claude O'Dwyer that he left home to go to school Wednesday morning but he found some money on the sidewalk and decided to use it to buy a ticket for the 9.45 a.m. Toronto train.

John was comfortably settled in his seat on the train, when Constable McNamara, acting on advice from the ticket taker, took him off and called Eastview police.

28/02/1952 *Ottawa Citizen**Alexandria**Ottawa Union***His Train Pulls In With A "Bang"**

Governor-General designate Vincent Massey arrived with a "bang" at Union Station this morning. His special six-car train backed into the station too fast and crashed into a special disembarking platform erected for the arrival. No one was injured, but a few CNR officials were flustered.

12/04/1952 *Ottawa Citizen**Alexandria**Vars*

Death At The Crossing Gisele Charbonneau, 11, died and six other children of Mr. and Mrs. Louis Charbonneau of Vars, Ont., were injured as the result of an accident involving this panel truck and a train at the Vars crossing Good Friday. Provincial Constable Stan Barr, who handled the investigation, surveys the wreckage. Photo by Newton

These Men Have Rail System Around City At Finger Tips

By Ben Dworkin Evening Citizen Staff Writer

Traffic control - this business of making decisions and issuing orders directing trains in and out of Ottawa - is the job of the railway dispatcher and his staff.

Time is their stock in trade. They deal in minutes and seconds as a business man deals in dollars and cents. The "train-sheet" is the ledger on which they balance one train against the other to keep movement on schedule, and run the trains on an allotted time.

In the Ottawa division, Percy L. Bonner is chief dispatcher for the Canadian National Railways. It is his important duty to issue the instructions that will permit all trains on his line, crack passengers and freight alike to come in to Ottawa or leave for outside stations.

At Top Of Stairs

Climb the long flight of iron stairs near the Besserer Street entrance of the Union Station, open the heavy door at the top, and there you will find dispatcher Bonner and his staff hard at their jobs.

Working in a three-roomed office they have the entire railway system of the area at their finger-tips. Their tools are a time-table, a clock - checked for split-second accuracy the train sheet, and an order book to write out the instructions that will be relayed to train crews in charge of trains.

A network of telegraph and telephone wires are "piped" into the office, while the continual chatter of the telegraph key, and the telephone keeps the dispatching staff informed of every train movement.

No Margin For Error

There is no margin for error. When a bookkeeper makes a mistake he merely erases it with the rubber at the end of his pencil. If a dispatcher ever made a mistake he would probably have to call out a wrecking crew.

It is the dispatcher's business to know the location of every spur, water tank and siding on the railroad. He must know the scheduled running time between stations for every class of train.

It is also the job of the dispatcher to be aware of the number of cars on every train, the capacity of every siding, and he must know exactly where every train is at any given second.

His duties are difficult enough when everything is running smoothly, but when things go wrong Mr. Bonner and his staff have real problems on their hands.

If a line is washed out, or if there is a wreck, or a track is blocked, an entirely new schedule has to be worked out to reroute trains over the network of tracks and assure their arrival with a minimum loss of time.

Even an additional volume of traffic calls for new orders. Extra coaches or freight cars must be arranged for. More "power" to haul the train ordered, and the train permitted to pull out "on time."

Plan In Advance

The running time of all passenger trains is planned in advance, and running on schedule is a "must" for the dispatching crew. Any deviation from schedule would cause inconvenience to hundreds of passengers.

But to allow the "passengers" to run on schedule the dispatcher has often to juggle his train-sheet, for freight trains often run as "extras" and their running time must be worked out day-by-day.

And Mr. Bonner has to keep in close touch with the weatherman, for a change in the weather might alter train times. In severe weather trains must be ordered to reduce speed, while other climatic conditions also affect the running times of the trains.

When a single train is late or held up the whole train-sheet must be changed, and a new schedule arranged.

Despite the nerve-racking side of the job, Mr. Bonner seems to like it

"After 39 years of railroading I wouldn't change places with anyone," he said.

Captions to pictures

On The Run - Often it is not possible to read orders to engineer on the "stop" and instructions are handed over on a hoop while the train is moving. Here Engineer Edward Kemp, on freight No. 402 bound for Montreal receives his instructions from Joseph Thibaudeau, while brakeman Gordon Craig stands on the ladder in case the train is halted. This 4,500 ton load is hauled by two diesels and will arrive in Montreal less than three hours after leaving the Bank Street Station. Photos by Ben Dworkin

Check And Double Check - There is no room for errors when the safety of a trainload of passengers is concerned. Operator W. J. "Bill" Campbell reads aloud the dispatching orders to conductor Frank J. Sommers, who checks his own copy and repeats it word for word. The message is then relayed to the engineer.

Dispatcher - Percy L. Bonner chief dispatcher of the CNR for the Ottawa division. His orders dispatch all CNR trains, passenger and freights alike, in and out of Ottawa. In the background is The Clock from which all other watches and clocks in the division are regulated. The time is checked daily, and even a second deviation of time is noted.

He Gives Orders - This is the man who actually orders trains to proceed along their routes. He is Edward J. Shanks who relays the instructions of the "chief" to waiting train crews.

Relaying Instructions - After receiving his running orders from the dispatcher's office conductor Frank J. Sommers relays the instructions to Engineer Gideon Poirier, who, at the throttle of Locomotive No. 6072, will bring the crack flyer into Montreal. Every station is indicated in the instructions and will be followed until the train is brought into the Central Station at Montreal "on time".

Proceed - At the Bank Street station Yardmaster T. J. "Tom" Drummond inspects the "proceed" signal that will permit a freight to go through his station. Although the signals are set at the station, the yardmaster must await the message from the dispatcher before signalling movement of trains.

Did Not Use Care

Inquest Held Into Crossing Death

Special To The Citizen

ROCKLAND The failure of truck driver Bernard Charbonneau, 22, to take proper precautions was the reason for a crash at the Canadian National Railways crossing at Vars on April 11 in which one person was killed and six others, including the driver, were injured.

This verdict was brought in by a coroner's jury here last night following an inquest hearing into the accident.

Gisele Charbonneau, Bernard's 11-year-old sister, died on April 12 from injuries received when Charbonneau's panel truck was struck by a speeding westbound CNR freight train.

Injured were six Charbonneau children: Bernard; Paul 19; Florette, 17; Helen, 15; Gerard, 13; and Louise, nine.

The Charbonneau family, except for the parents. Mr. and Mrs. Louis Charbonneau, was on the way to mass at Vars from the family farm 1 1/2 miles away when the truck was struck as it crossed the level crossing Vars

Driver Gives Evidence

The jury found that the driver did not take the necessary precautions when approaching the crossing. This was brought out by Bernard Charbonneau, when he gave evidence at the hearing.

He had said that he was watching an idle freight on a spur line to the west of the crossing and did not look to the right before proceeding across the right-of-way. As the truck reached the track he looked up and saw the speeding freight bearing down on him, but he had no time to clear the track, Charbonneau stated.

Because his interest was centered on the way freight, he did not hear the approaching freight's warning bell and whistle and did not see the red signal light at the crossing.

Signal Light Working

Wilson Handy, CNR section foreman at Vars, testified that the crossing signal light was in good working order at the time of the crash - a fact that was substantiated by Alexander L. MacKenzie, Vars station agent.

Other witnesses called by Crown Attorney W. R. Hall of Vankleek Hill were the crew members of the way freight fireman Steve Brannae and engineer Edward Desnoyers of Ottawa, and conductors Arthur O'Reilly of Montreal and James Cameron of Ottawa.

General R. Bisson of Ottawa Hospital, where the Charbonneau girl died, testified on performing the autopsy on the accident victim. The hearing was under the direction of Coroner Dr. W. C. Tweedie of Rockland.

**Reporter Turns to Railroading**

By Ben Dworkin Evening Citizen Staff Writer

No longer will I envy visiting notables, cabinet ministers, or even royalty I too "rode" an honest-to-goodness steam-breathing railway locomotive. And not just any old engine. This was No. 6227, the job that hauls the crack transcontinent al flyer, the pride and joy of the Canadian National Railways.

Nor was it a teensy weensy two minute ride. I got on at the Union Station, and stayed with her to Montreal.

**Wish Came True**

"Way back when the other kids dreamed of .being firemen or ball-players or even newspaper-reporters, my own heart was set on some day riding up front of the train with the engineer.

So it was a big day realized when I stepped into the Union Station armed with the CNR order No. 4098, titled "Release of liability in respect to travelling on locomotives, all duly signed by the powers.

In other words I was one of the chosen few. I had my passport Into the engine, and I was about to fulfill my lifetime of dreaming.

The red-cap looked at me queerly when I handed him my bags and ordered them taken to "the engine." This time I was going to make the trip to Montreal in grand style.

Even Conductor Arthur Potter, in charge of the train, eyed me with some suspicion until he inspected the credentials, every word of them. He gave me the OK, and I was on my way.

But the boys up front in the engine, Engineer Vernon Bohart and Fireman Kenneth MacDonald were made of different stuff. They knew a real railroader when they saw one, and after barely glancing at the papers welcomed me aboard into the cab.

I was hardly settled when Conductor Potter gave the "highball" that got the train off on its way. The engine puffed slowly over the maize [sic] of tracks leading from the Union Station, out past Hurdman's Bridge and we were on our way to Montreal.

Don't think that riding that big fellow up in front of the coaches is anything as cushy as a seat in the cars it hauls.

The engine jolts and bounces as you start to heave and puff out of the station. Though it didn't bother the trainmen I clung to the side of my little wooden seat to keep from being jolted to the floor.

**Smooth But Swaying**

But when you leave the station and switches behind and the engine picks up speed, everything changes. The ride becomes as smooth as silk excepting the camel-like sway, that makes you wonder if it will hqld to the tracks while roaring along, at an 80-mtle-per-hour clip.

It is bad enough on the straight-away, but on those curves. Boy, oh boy! Your heart is in your mouth as you round every curve! Will the heavy train hang on?

Behind are hundreds of passengers in comfortable coaches, and express cars, and mail. So you relax, if the coaches come through (and they usually do) the engine is at least as safe you tell yourself.

So you look ahead through the small window or poke your head out into the rain, when you are suddenly blasted from your thoughts by the whistle [sic] sounding just overhead. You are approaching a crossing.

Then you wonder at the folly of so-called automobile drivers, for the train covers the distance from whistle-post to crossing in a matter of seconds as it pulls tons of steel at a speed that would require a half mile stopping distance.

**Means Nothing**

But to many, motorists that means nothing at all. And you are startled to watch cars all along the route as they just manage to "beat the train to the crossing," and get to the safe side of the tracks as you hit the crossing.

Whiat if they stalled? . . . These are thoughts you just can't help thinking.

So I had my touch of railroading. Maybe I can't exactly run the train, or even join the brotherhood with two hours of experience under my belt.

However, there is one thing. I turned out to be one of the greatest hand-waver that ever rode a cab. The engineer admitted it.

I waved at school-kids, I waved at a troupe of gandy-dancers (a section hand to you non-railroad folks) I waved at girls in windows, I waved at people who never waved back.

**9 Tons To Montreal**

With the noise of the engine there is little chance of conversation. Even so engineer Bohart managed to pass on a bit of information. Things have changed during his 39 years on the railroad, he says. For example, take firing. When he was a fireman you had to stoke the coal by hand.

But today things are a lot easier, An automatic stoker feeds the coal. The engine required nine tons of the stuff to make Montreal from Ottawa.

Now maybe the locomotive is not as comfortable as a parlor-car, or as air-conditioned as a new coach. And maybe you do have to carry a handful of wipers to clean off the soot and bits of ash from your face along the way.

But I'll let you take the first-class transportation. As for me I'll ride the engine anytime the railroad brass OK the idea.

Caption to picture inside the cab:

Citizen reporter Ben Dworkin receives a lesson in handling the throttle of a locomotive from veteran engineer Vernon Bohart of the CNR.

However, the reporter had to relinquish his seat and go over to the fireman's side of the cab when the train left the station for Montreal. CNR Photo

04/11/1952 *Ottawa Citizen**Alexandria***City Police Stop Train In Best Western Movie Thriller**

Top-notch heroes of action-packed movie thrillers have nothing on our own city police.

Last night, all in the line of duty, two of Ottawa's finest "flagged" down a speeding express train just in the nick of time. They saved from destruction an early-model automobile that was stalled in its path.

The first act of the little drama got under way just before 6.45 p.m., when Urgel Chartrand of 201 Clare Street decided to cross the CPR tracks at the foot of Lawrence Street.

He failed to realize that no built-up crossing exists. The street comes to a dead-end and at its foot the rails are built up over the ground level.

The front of the car jolted over both rails, but the rear end of the vehicle refused to follow. The car remained bogged down on the tracks.

Willing hands attempted to budge it, but it was a slow process and the 6.45 o'clock southbound train was due.

**Second Act Climax**

City police were called and then came the second act, and thrilling climax.

As Constables Robert Davis and Roger Boudreault approached the busy little scene, the headlight of the train could be seen fast approaching. They hurried about 200 feet down-track as the light of the train loomed closer and closer

The officers pulled flashlights from their pockets and started to wig-wag a warning signal. The train pulled to a screaming stop just in time. With a few minutes longer to work in, the car was pulled from its perilous position.

12/01/1953 *Ottawa Journal**Alexandria**Riverside Drive***Has Miraculous Escape When Car Hits Train**

W.J. Bleackley, Billings Bridge, narrowly escaped injury or death and his car was wrecked when it was struck by a CNR passenger train at the Riverside Drive crossing just westof the Russell road, about 12.15 a.m. Sunday

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## Alexandria Man Killed In Car-Train Collision

Special To The Citizen

ALEXANDRIA An Alexandria father of three, Albert Vallancourt, 43, died instantly last night when his car collided with a CNR freight train at a level crossing in Alexandria..

The accident happened at 11.05 p.m. Mr. Vallancourt. It was reported, was driving north on Highway 43. The freight train, eastbound for Montreal from Ottawa in charge of Conductor Fred Ferlong of Montreal was pulling out of a siding near the crossing.

With the train on a siding, The Citizen .was Informed, the automatic electric warning signals were not in operation. Mr. Vallancourt apparently did not see the train until it was too late to stop.

It was reported that skid marks from his tires on the pavement were visible for 66 feet. The car struck the train just two car length in front of the caboose.

The freight had pulled on to the siding to allow the CNR transcontinental train to pass on the main line.

The dead man, a native of Alexandria, was employed by the Joseph Vallancourt Feed Company at Green Valley, three miles south of here.

Dr. M. Markson, who was called to the scene, said that he apparently had died instantly.

It was considered likely that an inquest would be held although Coroner Dr. D. J. Dolan was not available for comment late last night.

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24/06/1953 *Ottawa Journal**Alexandria**Limoges*

## 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.

14/12/1953 *Ottawa Citizen**Alexandria*

Leo Groulx, 1070 Riverside Drive escaped injury when his truck was struck by a CNR locomotive at 5 45 p.m., Saturday The accident occurred at the CNR crossing at the Russell Road. Groulx said he did not see the train or hear the whistle. Damage to the truck was \$150

23/01/1954 *Ottawa Citizen**Alexandria*

## New, Modern, CNR Coaches for Ottawa, Montreal Riders

Ottawa is to be the first city in Canada to see the smart, new coaches of the Canadian National Railways and travellers between Ottawa and Montreal will be given the first opportunity to ride in the new equipment.

Today the first two of the 218 new all-steel coaches now on order by the CNR will reach Ottawa a few minutes past noon on the regular train from Montreal and will form part of the regular train leaving for Montreal in the afternoon. They will remain in this service.

The cars are painted in the distinctive new exterior color scheme of the railway green and black, with gold trim and lettering and the CNR's red maple leaf monogram at each end. Inside, there are seats for 80 passengers, all of them the rotating type with foam rubber padding and reclining backs. The coaches are electro-mechanically air-conditioned with the heating automatically controlled by thermostat and for the first time four-wheel trucks with coil spring suspension is being used on the company's equipment

## 218 New Cars

The order for the 218 coaches was placed by the railway with Canadian Car and Foundry at a cost of \$29,000,000. They form part of the largest single order for new passenger equipment in Canadian railway history. Altogether, the CNR is now awaiting delivery of 359 new cars that include sleepers, parlor cars and dining cars of various types. When these are in service this year across the system the railway will have by far the biggest fleet of new passenger equipment in Canada.

27/01/1954 *Ottawa Citizen**Alexandria*

## New Cars for CNR

Swank new coaches of the Canadian National Railways have been put into service on the Ottawa-Montreal run. They are part of a total of 359 cars of various types being bought by the CNR. The cost will run into millions of dollars, but is justified by the fact that only by constant improvement in service can the railways hope to compete with other forms of transport.

19/08/1954 *Ottawa Citizen**Alexandria*

## New Parlor Car In CNR Service

A smart new parlor grill car, first of nine of its type to be delivered by the manufacturer, was put into service today by the Canadian National Railways between Ottawa and Montreal as the railway continued its multi-million dollar modernization program.

The latest car, christened the Radiant Lake, will operate on the morning train. No. 47, from Montreal and afternoon train. No. 50, from Ottawa. It is part of the CNR's record-setting order for 359 passenger units of various types for use on all main line train across the system.

04/02/1955 *Ottawa Journal**Alexandria**Ottawa Union*

## 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 Truman 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.

Station At Moose Creek Destroyed by Fire

MOOSE CREEK, April 14. (Special)-. Fire last night levelled the CNR station on the Ottawa - Montreal main line here, destroying some baggage and express parcels and rail road telegraphy equipment. Nobody was injured and no estimate of loss has been made.

Four hours later an old abandoned one room shack was also destroyed by fire near the village

Causes of the two blazes remain undetermined, but an investigation of the station fire is continuing.

Rail traffic was undisturbed by the late-evening fire along the railroad, although trains had to move onto the passing track at that point since a few ties on the regular track had been burned.

The fire is believed to have started in the station freight room and moved on into the waiting room and office,

CNR officials said a temporary structure is being erected immediately to replace the station until a new one is built.

14/04/1955 *Ottawa Citizen*

*Alexandria*

*Moose Creek*

The Citizen learned this afternoon that Frank Gardner of the Ontario Fire Marshal's office, here to head the investigation into the series of church fires, will go to Moose Creek to look over the picture there. The station fire broke out at 11 o'clock last night, and the house was burned down at 3 o'clock this morning.

Both Fires unexplained

Both fires at Moose Creek have so far been unexplained, and fire and police authorities today were speculating over the possibility that Ottawa's church-destroying pyromaniac may have shifted his scene of operations.

The blaze which destroyed the station at Moose Creek damaged rails on the right-of-way, and disrupted telegraph communications between Ottawa and Montreal.

Rail traffic was not hampered to any extent, however, as trains were routed over a passing track there, pending repairs to the main line.

A small quantity of freight was lost in the blaze, but the value has not yet been determined.

The station agent, Armand Poulin, locked up for the day at around 5.30 p.m. yesterday, and at that time everything was in order. He said today that he could think of no reason why a fire should have broken out in the station less than six hours later

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CNR Investigators, aided by Provincial Police, were probing into both fires this morning. One theory is that the blazes may have been set by some transient seeking shelter for the night, but the possibility that Ottawa's 'firebug' may now be in that area is by no means being overlooked.

16/04/1955 *Ottawa Citizen*

*Alexandria*

*Ottawa Union*

New CNR Train Ottawa residents will have a chance to get a look at the CNR's new fast transcontinental train, the Super Continental, on Monday.

The 10-car train will pull into Union Station early Monday morning and will be open for inspection by the public from 10 a.m. to 10 p.m.

The train will go into service between Montreal, Ottawa and Vancouver on April 24.

18/07/1955 *Ottawa Citizen*

*Alexandria*

*Maxville*

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.

24 cars demolished in wreck at Maxville

Two dozen freight cars were reduced to a splinted 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.

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 were 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.



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.

21/07/1955 *Glengarry News**Alexandria**Maxville*

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.

12/03/1956 *Ottawa Citizen**Alexandria**Russell Road*

Train Demolishes Car - Couple Escapes Unhurt

A frightened and badly-shaken Hull couple walked away from their completely demolished 1956 model car Sunday after it was hit by the CNR's Super-Continental at the Russell road crossing near Hurdman's Bridge.

Mr. and Mrs. Amende Matte, 14 Chauveau Street, Hull, escaped uninjured as their stalled car was hit by the diesel flier, travelling at 35 miles-an-hour, as it was braking on the approach to Union Station from Montreal at 5.50 in the afternoon. The train was running on time.

Mr. Matte told Constable Andrew Hanna that he didn't see the train until he was approaching the tracks. He applied his brakes and the car skidded onto the right-of-way and stalled.

"The car stalled. I shouted to my wife to jump but it was too late. Next thing I knew there was a crash and we were being pushed along by the train," Matte said.

"I didn't have time to get scared then, but when I got out and saw what was left of the car I really got frightened [sic]. I was pretty lucky at that," he said.

There are no barriers or mechanical signals at the crossing. Engineer of the train was Thomas Brennan, operating out of Montreal.

11/09/1956 *Ottawa Citizen**Alexandria**Alexandria*

Ram Train, Two Escape

ALEXANDRIA (Special) Two persons escaped with minor injuries when their car rammed into the side of a freight train one mile east of here yesterday morning.

Fernand and Regan Ouimette, of Alexandria, were treated in Cornwall's Hotel Dieu Hospital, but were not admitted.

The sedan in which they were riding was completely wrecked.

Luxury CNR Ran Off Track at Station In Ottawa 8 Hours

The Super Continental, CNR's sleek Trans-Continental luxury train, made an embarrassed departure from Union Station last night after sitting for 8 hours under the Laurier Avenue Bridge.

The delay in schedule was caused by a switch derailment of the last four cars as the engine slowly edged its way into Union Station at six o'clock. No one was injured in the resulting slight jar.

Cause of the derailment has not yet been determined. The wheels of the last four cars slid from the track to the siding - a sleeper, a parlor, a grill and a coach. The wheels of the sleeper and grill were damaged, necessitating the addition of new ones.

The fast train was on its regular route from Montreal to the West Coast with a scheduled 10-minute stop in Ottawa. Instead of leaving at 6.10 p.m., the Super-Continental departed from Union Station at 2.15 a.m.

The coach carried only Montreal-to-Ottawa passengers so they suffered no inconvenience. Transcontinental passengers ate their supper on the new grill car and retired in the new sleeper during the eight-hour delay.

10/10/1956 *Ottawa Citizen**Alexandria**Ottawa Union*

CN Train derailed at Depot

Scores of passengers, some from Ottawa, escaped without injury early last evening when four cars of the crack CNR train from Montreal jumped the tracks while pulling into Union Station.

Five-hour delay

Passengers for western points were delayed five and one half hours.

The four end cars of the Supercontinental slid off the rails at 6 p. m. as the train was slowing for the station, just north of Laurier Avenue bridge..

CNR officials said the cause of the derailment was unknown but that the first wheels left the rails at a "double slip switch".

Ottawa passengers, walked from the scene to the station while yard cranes lifted the cars back on the tracks. There was no damage to the coaches.

After a thorough check the Supercontinental pulled out for the west after midnight.

18/10/1956 *Ottawa Citizen**Alexandria**Ottawa*

With picture

#### URNS IN PAPERS

Tuesday was his last day at work so locomotive engineer John Harper, left, took time off from his Canadian National Railways diesel switcher at Union Station yards for one important duty. It was to turn over his rule books and papers to master mechanic Harry Gibson and return them to company keeping. Mr. Harper was closing out 43 years of CNR service, 28 of them based at Ottawa, from where he operated on runs to Montreal, Brent and Barrys Bay He has been on switching duties in the Ottawa yards for the past two years. CNR Photo.

12/11/1956 *Ottawa Citizen**Alexandria*

#### VAN TOWED INTO PATH OF TRAIN-MAN HURT

One man was injured and \$3,500 damage caused in a two truck CNR collision at the CNR crossing on Riverside Drive about 12.30 o'clock Saturday afternoon.

In St Louis de Montfort Hospital is Leo Beaudoin, 27, of 318 Ste. Cecile Street, Eastview, suffering from head cuti and shock.

Beaudoin was the driver of a Koffman Truck Leasing Company van which was being towed by another company truck, driven by Leonard T.

Scisson, 28, of 14 Laikin Avenue.

The van was hauled directly in front of an oncoming CNR train in charge of Engineer Thomas Cooper, of Montreal Scisson said he failed to see the train and Beaudoin told police he was unable to stop his vehicle until it was pulled directly in front of the train.

The crash hurled the van some 80 feet, snapping off a railway signal, and ending up on the bank of the Rideau River.

The van was completely demolished with a loss of some \$3,000. The locomotive suffered a smashed headlight and a broken air line some \$300 damage. Damage to the signal was set as \$200.

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 emplyoe 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.

Santa Used Plane, Train And Truck To Get Here On Time For City Kids

The beguiling Pied Piper could toot on his magic flute until he was blue in the face, but he could never entice a crowd the size of the one which followed Santa Claus like so many pet puppies through Ottawa's streets on Saturday.

It must have made the jolly old fellow real warm inside as he saw the 1,400 excited youngsters who greeted him from Freiman's "Santa Special" at Vars on the CNR mainline to Montreal, and was later completely inundated by a sea of small fry as he travelled in style from Union Station to the Freiman store on Rideau Street.

It seemed that the only Ottawa kids who were not there were those under two or over 60.

It was a unique and exciting day for the welcoming committee of several thousand youngsters, particularly those who boarded Freiman's "Santa Special", a long 18-coach train, which carried them to Vars where Santa landed by Spartan Air Services helicopter and accompanied the children back to Ottawa.

For many of them it was their first train ride and they enjoyed every minute of it.

There was effervescent excitement as the boys and girls lined up in Union Station to board the long CNR train which stretched out past the Laurier Avenue bridge, and there was excitement on the outbound trip as a corp of "Santa's Helpers" distributed cookies and candies.

But nothing rivaled the spontaneous emotion by the children as they watched from their waiting train as Santa's helicopter swished in for a landing beside the tracks.

The rendezvous was supposed to be secret, but its indentity leaked out somehow and close to 200 youngsters were at the small village 30 miles east of Ottawa to welcome the bearded gentleman.

Several adults had to run interference for Santa so he could reach the trackside to give the hundreds of children in the coaches a better chance to see him.

He stood there reviewing his worshipping deciples and, as the train slowly pulled past, 1,400 little noses were pushed against dozens of windows as their owners tried to get the closest possible look.

When Santa waved, a forest of hands waved vigorously in reply, and hundreds of throats chorused a welcome that could be heard even through the steel shell of the coaches.

Personal Visit

The trip back to Ottawa produced the zenith in excitement as the scarlet-coated, rosy-nosed fellow went through the coaches to the full-lunged shouts and cheering of the ilonizing [sic] crowd.

He was greeted with another crescendo of cheers as he entered Union Station concourse where additional hundreds packed every inch of standing room to hear Mayor Charlotte Whitton extend the city's official greeting to a most illustrious and welcome guest.

With the Governor-General's Foot Guards band playing seasonable music about "Jingle Bells" and a "Red-Nosed Reindeer", Santa Claus walked out to his waiting sleigh and eight reindeer, to artistically mounted on a tractor-trailer truck. As the parade, with prancing comic book characters and high-stepping majorettes, moved away from the station, hundreds of youngsters joined in the procession to the Freiman store. The Pied Piper never had it so good.

Traffic Snarled

Vehicle traffic movement on Rideau Street was impossible as excited waving children and their parents lined the broad thoroughfare from curb to curb. In front of Freiman's store there was a solid mass of humanity, making it somewhat difficult for the procession to enter the store.

Once Santa was in, the crowd disappeared as if by magic, as youngsters hustled their hovering parents inside the building in "Hamelin town" type adulation.

While it took only three hours Saturday morning for the entire Santa Claus to unfold, several weeks of work went into the arrangements for the train trip and parade.

The CNR had 16 members of their police force and traffic division in the coaches to assure the safety of the children. A staff nurse from Freiman's also made the trip.

Railway officials who collaborated with Lawrence Freiman, president of A. J. Freiman Ltd., in planning the special train trip were: G. T. Dunn, superintendent of the Ottawa division, who was in charge of the train; J. H. Spence, city passenger agent; Harry Gibson, master mechanic, Ottawa division, who rode the locomotive, and William Howard, CNR public relations officer.

22/07/1957 *Ottawa Citizen*

Alexandria

City Railwaymen Hold Mixed Opinions As Lightweight "Aerotrain" Displayed

By Lucien Lapsinte. Citizen Staff Writer

Mixed opinions were expressed about the new General Motors' Aerotrain as it wheeled into Union Station Saturday morning after an evaluation run organized by General Motors for CNR officials and Ottawa newsmen.

Of American design and construction, the new lightweight, low-cost 400-passenger train left Montreal at 8.30 a.m., met the Ottawa group in Alexandria at 9.40 and arrived in Ottawa at 10.30 a.m.

CNR officials aboard the small 40-passenger wagons did not appear overly impressed. They are testing the Aerotrain as part of a CNR program to keep abreast of all new railway developments and acquaint engineers and operating officers with the performance and qualities of new passenger equipment under Canadian conditions.

Though its cost is less than half of the price of a normal train, its comfort is far from comparable to our present standards. Actually a bus on railroad wheels, the wagons are small and extremely light. There is but one washroom in each wagon. An elderly lady probably could not walk from one wagon to another without help while the train is speeding along, it was suggested.

G. T. Dunn, CNR superintendent, Ottawa Division, said after the trip he would "like to see" the train operate under Canadian winter conditions.

Since the wagons or diesel locomotives were not interchangeable with our standard trains and locomotives, he continued, the purchase of this train would mean the erection of new service centers with new tools and new parts throughout Canada where the train would be used.

Another point mentioned by Mr. Dunn was that the whole train had to be turned around after reaching its destination: the wagons are not reversible.

The train is hauled by a 1,200 horsepower single unit diesel locomotive of radical exterior design. The short four-wheel cars ride on air springs adaptations of GM's 40-passenger intercity type bus body. The standard bus body was widened to provide more aisle space and lengthened by adding vestibules and a washroom.

The train's lower center of gravity permits it to maintain a high average speed. The cars are air-conditioned and bus-type automatic doors (rear ones) separate the coaches.

Its streamlined outside look is pleasant to the eye but the question was raised by a CNR official as to whether or not it could run on snow and ice covered tracks. There is no baggage car. Like the standard buses, baggage is stored below the cars.

This, according to observers, would create another problem and slow down the baggage department's efficiency.

The train was displayed in Ottawa from 11 a.m. to 1 p.m. It then headed back to Montreal before returning to Chicago where it is being used by an American railway company.

Caption to Photo

NEW ON CANADIAN RAILS

The new Aerotrain, built by General Motors, was displayed last Saturday at the Union Station. Streamlined low and modern, the coaches are adaptations of the standard GM bus coaches to railroad wheels. The 10-car 400-passenger train is built for economy. It underwent a five-day evaluation period in Canada for CNR officials. Here it is seen at Alexandria on way to Ottawa from Montreal. Photo by Newton

26/08/1957

Ottawa Citizen

Alexandria

Ottawa Union

Train of Today Drops In for a Wash and 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.

18/11/1957

Ottawa Citizen

Alexandria

Governor-General Shares Welcome As Santa Claus Arrives In Ottawa

If Governor-General Vincent Massey was somewhat surprised when he stepped from his private railway coach at Union Station on Saturday morning, he had reason to be. Never before in his years of official travel had he ever received the boisterous, noisy homecoming welcome that he was accorded by thousands of children and adults who packed the station concourse as the diminutive Mr. Massey, walked through to his waiting car.

What actually happened was that the vice-regal representative got in on the tailend of the arrival by train of Santa Claus to the A. J. Freiman Ltd. store. The crowd which greeted him was part of the 2,000 adults and children who had travelled on the special CNR train to Vars to welcome "Santa" who arrived from the North Pole in a Spartan Air Service helicopter.

Quite by coincidence, Mr. Massey's special cars arrived at Union Station on a regular train at the precise time that the Santa Special pulled in. Gathered A Following

While Santa was the principal Pled Piper who attracted the thousands, Mr. Massey nevertheless, also gathered quite a following as he walked through the station and he appeared to be enjoying this impromptu homecoming salutation immensely.

There was such a crowd of youngsters with tickets for the Freiman Special that the CNR had to run a 20-coach train to accommodate all of them. En-route and on the return trip to Vars the youngsters were served cookies and soft drinks, and as the train travelled back to Ottawa Santa went through the coaches greeting each one of the 2,000 personally.

During the stop at Vars, 2,000 tiny noses were pressed against train coach window-panes for a view of Santa as his special helicopter circled a special landing field, then dropped in and unloaded its very special passenger. A crowd of 500 was at Vars to greet the bearded gentleman.

Official Welcome

The trip went off without a hitch, and the train arrived back in Union Station on the dot at 10.30 for the official welcome by Mayor George Nelms and the street parade to the Freiman Rideau Street store.

G. T. Dunn, superintendent of the Ottawa division, CNR, was in charge of the train with N. A. Spence. They were assisted by five transportation officers, eight passenger representatives, three railway police officers and two porters. Lawrence Freiman, president of Freiman's, was along for the trip, accompanied by John Fulling of his advertising department. Mrs. Maurice Jefferles, Freiman staff nurse, was along with bandages and iodine, but they weren't needed.

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.

06/01/1958

Ottawa Citizen

Alexandria

Ottawa Union

Firemen On Jump As Calls Pour In During Eight Hours.

Police and firemen co-operated to spread a vast net over Lower Town and Sandy Hill last night after 10 arson attempts Sunday.

Seventeen off-duty policemen were called in to assist,

Only one fire - at Sacred heart Church - was serious. But firemen had a hectic time stamping out minor flareups, most in rubbish piles at the rear of buildings.

The Timetable

The outbreak began shortly after midnight Saturday.

At 12.09 a.m. - fire in locker room trash bin at Union Station;

At 12.11 a.m. - in ladies rest room, also at Union Station

- - -

Oldest Of Trio Is 12

Three juveniles two brothers and their sister were charged this morning with setting 11 fires, including one which destroyed St. Joseph's Separate School December 22. Total damage was estimated at about \$170,000. The children, between 9 and 12 years of age, were picked up early this morning. Yesterday, 10 fires were set; one of which heavily damaged Sacred Heart Church.

06/01/1958

Ottawa Citizen

Alexandria

Ottawa

Council will also be asked to approve an arrangement with the Canadian National Railways which plans to make use of the abandoned New York Central line in the vicinity of the freight sheds at Alta Vista and Russell Road.

The CNR has agreed to stop trains on this line when they approach the Russell Road and St. Laurent. Train crews will flag down motorists when trains are crossing the roadways.

Page 1

Children Set City Church Fires

Brothers Set Seven Fires On Sunday

Balance illegible

Page 5

TOTAL DAMAGE: \$170,000

Charge Two Boys, Sister Set 11 Fires In Ottawa

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09/01/1958 *Ottawa Citizen**Alexandria**Vars*

Aurele Surprenant, 25, of RR 1 Vars, leaped from his 1950 auto seconds before it skidded into the side of the fast-moving CNR Continental in the heart of! Vars, 20 mile east of Ottawa. The train did not stop.

Witnesses said the young farmer was thrown heavily to the roadway after his leap but had he stuck with his car, would likely have been killed.

The engine of his vehicle was ripped from the car's body and large chunks of it carried almost half a mile.

27/01/1958 *Ottawa Citizen**Alexandria*

Ottawa Man Killed, Hit By Shunter

Achille Laramée, 54, of 590 Gilmour Street, was instantly killed at 4.20 p.m. Saturday when struck by a shunting train at the CNR yards near the Ottawa East round house.

A CNR diesel driven by Phillip Button, 9 Graham Avenue, was pushing two dayliner coaches from the yard when the man was noticed walking south on the tracks with his head down.

John Malone, 3 Harold Place, and Lorne Hilton, 105 Vachon Street. Eastview, CNR employees who were riding in front of the first coach, called a warning to the victim but he apparently failed to hear them.

He was at the east side of the tracks at the time the train approached. The signal bell on the train was sounding but Mr. Laramée failed to heed either the sound of the bell or shouts of warning.

He was struck on the head by the left of the front coach. Air brakes were applied when it came apparent that he was not going to move from the tracks, but it was impossible to stop the train.

Thrown 35 Feet

The impact hurled him some 35 feet and about 10 feet south of the tracks, killing him instantly.

Dr. J. S. Cross, coroner was called to the scene. The body was removed to Civic Hospital where an autopsy will be held.

17/04/1958 *Ottawa Journal**Alexandria**Ottawa New*

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.

17/04/1958 *Ottawa Citizen**Alexandria**Ottawa Terminal*

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.

## Regular freight Traffic Rolls Into New Terminus

The new \$350,000 CNR freight terminus on the Russell Road at Alia Vista was humming with business activity this morning even before the brief formal opening ceremony at 10.24 a.m.

Over the weekend the CNR had transferred its activities from the old terminus on Besserer Street behind the Union Station.

Alan K. Hay, Federal District Commission general manager, handed over the key to the terminus to S. J. Raymond, Toronto, special assistant to CNR Vice-President Willard Kyle.

## First Phase

FDC and CNR officials present were wreathed in happy smiles over completion of the first of the three-phase program for railway re-location in the National Capital Area.

"This terminus is a great forward step in the long-range program of getting rid of the crosstown tracks which mar the National Capital."

The first freight train arrived at the new terminus at 9.15 a.m. from the Walkley Road marshalling yards. A two-car freight special arrived at 10.23 a.m. carrying CNR officials, including Mr. Raymond, Gordon Dunn, Ottawa division superintendent, and J. E. McGuire, local freight agent. On arrival, the special was greeted by Mr. Hay and other FDC officials.

Diesel Engine No. 8051 had the honor of being the first into the new terminus. The special crew included: J. Alphonse Simard, yard foreman; Joseph Gauthier and Regis Sheridan, yard helpers; Kenny Leathern, engine man; and Erwin MacFarlane, fireman helper.

FDC officials accompanying Mr. Hay for the occasion were: John L. McQuarrie, railway consultant; Mr. Wass, retired railway consultant; C. R. Cornish, chief engineer; Allan Kuhns, railway engineering staff; Edouard Handy, commission secretary, and Walter B. Bowker, press officer.

Three of the 50 employees of the CNR freight staff who were specially pleased with the new facilities were long service men: Percy Farmer, accountant; Arthur Dewart, collector, and J. J. B. Renaud, inwards carload distributor clerk. These officials all have been indentified with the CNR freight office here for more than 40 years.

Mr. Hay officiated for the FDC in the absence of commission chairman, J. Howard Kennedy, who is on a business trip to Western Canada.

21/04/1958 *Ottawa Journal**Alexandria**Ottawa New*

## 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 quote" the weekend, CN authorities said.

Under an FDC proposal the old terminal will be demolished and the site utilized as a 160-ar 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.

11/08/1958 *Ottawa Citizen**Alexandria**Ottawa Union*

## Railways reject scheme to move Union Station.

An FDC suggestion, some months ago, that a new \$5,000,000 Union Station be built near Hurdman's Bridge, was turned down by the CNR and CPR within the past few days. The Citizen was informed today. The proposed site would be two miles from the present Union Station opposite the Chateau Laurier.

The FDC idea for the consideration of both railways, constituted an entirely new approach to the railway relocation plan for the National Capital Area. It was made in the light of acceptance by all concerned that the Union Station would not be moved to the Walkely [sic] Road area, 7.5 miles from the Chateau, for possibly 25 or 40 years' time.

Alan K. Hay, FDC general manager, confirmed the fact today that the Hurdman's Bridge area for a new Union Station had been suggested by the FDC. He declined to say which railway turned thumbs down on the proposal.

"The idea was just one of those things explored along the way with regard to the railway re-location problems," Mr. Hay added. "From the reply given (by one or both railways) it looks as if nothing will come of the suggestion."

## Changes In Express

Mr. Hay agreed that some considerable changes might have to be made with regard to the handling of express at the present Union Station. But, he emphasized, everything concerning the railways is in a state of flux these days, with piggy back, etc. No one can tell, he commented, how much might ba spent in the end on improved express facilities at the present Union Station.

Negotiations are still proceeding between the FDC, CNR, and CPR looking to an agreement for terminal operation of joint railway facilities. Such an agreement would permit the abandonment of 25.8 miles of CPR lines, use of the Interprovincial Bridge to Hull for railway purposes, etc.

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. Laverne, 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 my self 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 Markham. 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."

**16/12/1958    Ottawa Citizen    Alexandria    Maxville**

#### Gas Spills As Freight Derailed Near Maxville

By Fred Inglis Citizen Staff Writer

MAXVILLE (Staff) Six cars of a 56-car freight train left the rails on the CNR line just west of Maxville early this morning.

Two of the cars contained high octane gasoline, two of them kerosene which spilled out, filling the ditches on both sides of the track.

Two empty box cars were partly off the main line track. No one was injured in the derailment which occurred at 5.20 a.m.

A defective truck under the leading tank car is believed to have caused the accident. The truck snapped out from under the car, flew 40 feet into the air, smashing a Bell Telephone pole carrying scores of telephone lines between Montreal and Ottawa.

#### Tracks Ripped

The main line track and a siding were ripped up for about a quarter of a mile west of the main street where it crosses the CNR track.

The derailment occurred just west of the station and the tracks were damaged to a western limits of the town.

OPP Constable Bill Potter of Maxville detachment and four other constables brought in from Cornwall closely patrolled the area covered with high octane gas to prevent fire or explosion which might result from careless smokers.

A CNR wrecking crew arrived from Montreal at 11.30 and worked in drifting snow and biting cold to clear the torn tracks.

It was expected that the repairs could be completed by late this afternoon.

#### Firemen Alerted

Fire Chief Merton Casey and volunteer firemen had the town fire truck and hose laid out in case fire breaks out during the removal of the highly dangerous tank cars.

It was planned to pump the tankers dry before setting them back on the repaired tracks.

The noon train from Montreal to Ottawa proceeded by way of the CPR tracks.

Two locomotives and 20 cars ahead of the four tankers stayed on the tracks and were taken to a siding at Greenfield. Bell Telephone men made temporary repairs to the broken pole near the Borden Company milk depot.

**17/12/1958    Ottawa Citizen    Alexandria**

#### Jumps Train To Escape Policemen

A 26-year-old man jumped from a moving train in the Union Station yards to escape Montreal police last night.

Robert Karasienko, picked up at the Burwash Industrial Farm near Sudbury, was being brought to Montreal in connection with an occurrence of false pretences in that city.

As the train pulled out of the Union Station he broke free, ran to the exit door of the coach he was in, jumped to the ground and fled on foot.

The police officers were forced to remain on the train until it arrived in Montreal. They were able to drop off a message at a point near Ottawa and city police immediately began a search.

**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 goodbyes 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.

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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.

**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 the impact but CNR officials say nobody was seriously injured.

One of the coal cars on 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.

**Train Flip Buries Man Under Coal**

ALEXANDRIA (Special) A local coal delivery man was buried up to his neck in coal today when the CNR's Continental careened into a siding and bunted into a string of box cars here at 9.56 a.m.

**Cars Derailed**

The train's two driving units and four box cars and a coal car on the siding were derailed but not upset. No one on the train was injured.

J. L. Gauthier, 61, who was shovelling coal from the coal car was buried under the load but was freed in about 10 minutes by town residents. He suffered only minor cuts and bruises and was treated at the scene.

The Continental, which was travelling about 50 miles an hour when it veered into the siding, was running to Montreal from Vancouver. It does not stop at Alexandria.

The derailment blocked a crossing on Highway 34 until about 11 a.m. Police rerouted traffic several miles around.

Traffic on the rail line was not disrupted as trains can travel on other tracks. Two additional driving units were tailed in to haul the Continental to Montreal. It was delayed about two hours.

Officials at the scene said damage was mostly to two empty box cars which were knocked off their undercarriages.

**Saw Crash**

The derailment was witnessed by Clarence Ostrum, The Citizen's Alexandria correspondent who was standing on the station platform located at the north end of the town.

"I was watching the train coming through when all of a sudden it swerved violently. I knew some thing was wrong so ran to get my car out of the way".

Another auto parked near the station platform was demolished by one of the box cars which catapulted off the siding.

Mr. Ostrum said the train swerved into the siding about a quarter mile from the station and had slowed considerably when it hit the box cars.

Alexandria residents recall that a similar train accident happened in the town on June 5, 1929. No one was killed or injured then but the derailed train ripped away the west end of the station.

24/07/1959 *Montreal Gazette**Alexandria**Alexandria***Crack CNR Continental Partially Derailed**

Alexandria, Ont., July 23 The CNR's eastbound Continental Limited was partially derailed today when it was accidentally switched into siding, in error and smashed into five freight cars and a coal gondola.

Nobody was seriously injured.

The crack Vancouver-Montreal express, which usually roars through the station in this town about 20 miles north of Cornwall at 80 miles an hour, came through much slower today.

The engineer apparently saw the open switch on the main line and braked but the train had too much momentum to stop before hitting the other cars.

The train crashed into the lead car and buffeted the rest down the siding until it hit the coal gondola. It pushed all the cars off the rails.

The gondola was carried down the track and came to rest in the station parking yard in an upright position.

Joseph L. Gauthier of Alexandria, who was unloading coal from the gondola, said he heard the train whistle and took no notice. Next he heard a crash and a roar. "Next thing I knew I was buried in coal up to my neck," he said.

Mr. Gauthier said he yelled for help and someone came and dug out of the coal pile. He suffered slight injuries.

Railway officials here said the main line suffered no damage and a local train picked up the Continental's 12 cars and resumed the journey to Montreal.

The officials said if the train had been travelling at its normal 80 miles an hour the derailment could have caused heavy loss of life. A number of passengers were reported slightly injured. They were attended to by a local doctor.

The engineer was Joseph Ouellette of Montreal. The train was in charge of Conductor Jack Carrol of Ottawa.

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 upright 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.

19/10/1959 *Ottawa Citizen**Alexandria**Maxville***Boy, 18, Killed By Train**

CORNWALL (Special) John Everett Maloney, 18, of Maxville, died yesterday afternoon when his car stalled on Prince Street railway crossing in the center of Maxville, and was hit by the CNR's Supreme Continental.

Police said the youth was "trying out" his brother James' car at the time. He was alone in the car and had planned to drive around the block. The victim lived on Main Street in Maxville.

Maloney was heading west on Prince Street, when the car's engine stalled on the tracks.

Coroner Dr. Moses Markson of Alexandria, pronounced the boy dead. Const. Bill Potter of Maxville OPP Detachment investigated, assisted by Const. F. C. Doyle of District 11 Headquarters Cornwall.

It has not yet been decided whether an inquest will be held.

14/11/1959 *Ottawa Citizen**Alexandria***Santa Claus Special Rolls In Today**

About 2,000 excited children and their equally thrilled parents travelled to Vars this morning to meet Santa Claus on his way from the North Pole.

Whole families clambered aboard a special 18-car train at Union Station and for many in this motor-car age, it was their first train ride as they rolled along the 18 miles to Vars. They arrived in good time to see Santa land by helicopter.

During the journey, Santa's helpers passed around refreshments for the children.

**Welcome By Mayor**

On the return to Union Station, the biggest single crowd to get off a train there all year helped Mayor Nelms to officially welcome Santa to Ottawa. Excitement grew as Santa led off a long parade to A. J. Freiman's Ltd., accompanied by majorettes, Miss Ottawa Rough Rider and music of the Governor-General's Foot Guards Band.

The youngsters and their parents flocked to Santa's throne in "Fantasyland" at Freiman's where they filed past the red coated old gent to tell him their fondest desires in the way of Christmas presents.

Host to the excited children was Lawrence Freiman, president of A. J. Freiman Ltd.

## 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."

04/06/1960 *Ottawa Citizen**Alexandria*

## Accident Causes Huge Omelet

A 17 year old Ramsayville youth had a narrow escape from death Friday afternoon at 4.45 when his truck was in collision with a CNR freight train at the Russell Road Crossing.

The impact sent the truck's load of 250 dozen eggs flying in all directions. The driver escaped with bruises to his arms and scratches to the chest and face. He was treated but not admitted to hospital.

Constable Bill Brown of the Gloucester Nepean Police investigated. The truck was badly damaged in the crash.

05/08/1960 *Ottawa Citizen**Alexandria*

## Plan To Honor Obsolete Steam Engine

MONTREAL (CP) The faithful steam locomotive and its 124 years of service in the development of Canada will have a special remembrance day Sunday Sept. 4.

Canadian National Railways announced Wednesday that its No. 6153, veteran locomotive with 1,000,000 miles of service through depression, war and peace, is being shined up for "the last run of steam."

The Canadian Railroad Historical Association has organized an excursion run for Sept. 4 when No. 6153 will pull a special 12-car train from Montreal to Ottawa and back.

03/09/1960 *Ottawa Citizen**Alexandria*

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 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.

**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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13/11/1960 *Ottawa Citizen**Alexandria***Santa Uses 'Copter**

Welcomed by 2,500 youngsters

By Paul Dubois Citizen Staff Writer Santa arrived in Ottawa Saturday minus his reindeer.

Instead, he flew from the North Pole to Vars by helicopter. He made the 20-mile trip from Vars to Ottawa by train.

Santa ended the first leg of his long journey when he stepped off "Prankster" the helicopter at 9:30 a.m. Some 2,500 children and their parents were on hand to greet him.

They remained aboard the train as it moved slowly past Santa Claus who stood by the railroad tracks.

Oops!

Then, as the 19 coaches came to a stop, a cool wind whisked away his red tuque from his white-haired head.

He bent down to pick up his tuque and his white hair and beard seemed to move.

Santa hurriedly made his way to the lead coach on the train and climbed aboard. Speechless, he brushed past a little boy and quickly stepped into a small, private room.

A minute later, Santa came out his face flushed, his hair neatly combed and his beard brushed into place.

The train started rolling back to Ottawa as Santa plodded his way through all 19 coaches so that all the children could see him. The excitement was too much for some little boys and girls. Some sobbed many others cried out loud. Others even screamed. And parents fought back tears of exasperation.

"Ho, Ho, Ho"

"Ho, Ho, Ho," Santa chuckled once again as he stepped off the train at Union Station to be greeted by Mayor Nelms.

Following the brief official ceremony, Santa climbed aboard a float in a parade which escorted him from the station to Freiman's Toyland. The parade was led by the band of the Governor-General's Foot Guards and the Rough Rider Drum Majorettes.

26/01/1961 *Ottawa Citizen**Alexandria**Maxville***Maxville Man Killed**

MAXVILLE (Special) Philip Michaud, 63, of this small community 30 miles north of Cornwall, was killed instantly in a car-train collision last night.

Mr. Michaud's car, a 1960 small sedan, was struck, by the engine of the CNR's "Supercontinental" passenger train about 6.30 p.m. at a level crossing which passes through the town.

He was no more than a five minute drive from his home.

The train consisting of 10 passenger cars and three diesel engines struck the front of the car, and carried it three-quarters of a mile west along the tracks spewing wreckage in its wake, police said.

Mr. Michaud, a painter, was alone in the car. He had just taken his wife, Annie, 58, to the village bus stop and was on his way home when the accident happened.

Eye-witnesses said that the wig-wag signal at the crossing was working at the time of the accident. It was not working after the accident because it was probably hit by a flying piece of the car, police said.

Police estimated the speed of the train between 60 and 80 miles per hour.

Police thought that Mr. Michaud was thrown clear of his car, but in front of the train, and run over.

Constable Neil Brush of the Maxville detachment of the OPP investigated.

20/02/1961 *Ottawa Citizen**Alexandria**Carlsbad Springs***Helpless Motorist Sees Train Demolish His Car**

CARLSBAD SPRINGS (Staff) - A Carlsbad Springs motorist was forced to stand by and see his car demolished when it was struck by an Ottawa-to-Montreal CNR diesel train here Saturday night Carlsbad Springs is 15 miles east of Ottawa.

Police said the car became stuck on the tracks after sliding off the boards between the rails at the level crossing in the town. The owner, Joseph Edward Phillips, 43, of Carlsbad Springs, and three other men who were passing by at the time, tried to push the vehicle off the tracks but failed to do so. When they heard the train coming, they left the stranded car and the diesel engine smashed into it, knocking it nearly 50 feet.

No one was injured in the smash, which occurred at 9.40 p.m.

When the engine struck Mr. Phillips' car it was hurled through the air and struck the rear of a car owned by Lucien Carriere, 40, of RR1, Carlsbad Springs, who was one of the men who tried to push Mr. Phillips' car off the tracks. Mr. Carriere, who saw Mr. Phillips attempting to get his vehicle off the tracks, parked his own auto about 59 feet away from the scene of the crash.

**On Icy Road**

The approach to the scene of the crash is at the top of a hill. Police said Mr. Carriere had reached the top of the icy hill but then his car skidded off to one side of the boards between the rails. It was then that the front wheels of his car became stuck between the rails.

Police did not identify the two other passersby who tried to help Mr. Phillips and Mr. Carriere push the car off the tracks. Police reported that the train was travelling between 65 and 70 miles an hour when it struck the car. The engineer on the train was W. Breeze, of Montreal, and the conductor was D. Jodoin, also of Montreal.

The train was delayed for about half an hour.

Constables Bill Brown and Ronald Logan, of the Gloucester-Nepean police force, investigated.

## Man Killed When Train Hits Auto

ALEXANDRIA (Special) Rheel Geneau, 34-year-old Glen Robertson, Ont., father of four, died this morning when a 60- unit diesel freight train ripped into his car.

Mr. Geneau's automobile was apparently stalled on the CNR level crossing at Glen Robertson, eight miles east of Alexandria. The car was carried half a mile down the tracks, and was demolished.

## Car Across Tracks

Train engineer W. J. Callam, of Ottawa, said the car was directly across the rails, and not moving, when his headlight picked it out at 5.05 a.m. He said he tried to stop in time, although knowing it would be impossible.

Engineer Callam said he did not see anyone trying to jump out of the vehicle. He did not know if the engine was running.

Dr. D. J. Dolon of Alexandria, Coroner, said death would have been almost instantaneous. Constable J. W. McGrath, of the Ontario Provincial Police, is investigating.

14/10/1961 *Ottawa Journal*

Alexandria

Carlsbad Springs

## 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.

02/11/1961 *Ottawa Citizen*

Alexandria

Moose Creek

## Crash Kills Boy

MOOSE CREEK (Special) -A six-year-old boy was killed and his father critically injured yesterday afternoon when a truck and train collided here.

Dead is Gerald Larocque, son of Gerald Larocque, 41, of Chute a Blondeau, who was driving the 1956 model stake truck.

Mr. Larocque was rushed to Hotel Dieu Hospital at Cornwall suffering a fractured skull and other serious injuries. Authorities described his condition as critical.

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.

18/12/1961 *Ottawa Citizen*

Alexandria

Ottawa Union

## Train Derailed At Union Station

A minor derailment near the Laurier Avenue Bridge shortly after leaving Union Station delayed the Ottawa-Toronto pool train for about an hour Saturday night.

The accident occurred as the train pulled out at 11.30 p.m. and officials were forced to remake the CNR-CPR train before proceeding. Cause of the derailment is being investigated by railway officials.

21/12/1961 *Ottawa Citizen*

Alexandria

Ottawa Union

## Derailment Here Delays CPR Train

Montreal-bound passengers were delayed for about an hour this morning when three CPR cars were derailed beneath the Laurier Avenue bridge.

There were no injuries. The minor derailment did not upset operations in and out of Union Station, according to an official. Workmen moved in immediately to reline the few tracks involved when the engine, baggage and express cars jumped the switch.

A Montreal-Ottawa pool train was involved in another minor derailment in the station area Saturday night.

Investigations on both mishaps are continuing.

2 injured as train derailed

Ice is believed to have caused the derailment of three CNR freight cars today in which two yardmen were taken to hospital.

The derailment happened at the Hurdman's Bridge on an industrial line which runs into coal companies and other businesses on Nicholas Street.

Most seriously injured was Aurele Gauthier, 37, of 527 Mutual St. General Hospital officials said he may be suffering from a broken collar bone. William Munroe, 31, another crew member, of 112 Rideout Cresc., was discharged from hospital after examination.

CNR officials described the train's operations as "a yard movement" of a diesel engine and three box cars.

The derailment did not interfere with main line traffic in any way, an official said.

An investigation to confirm the iced track as the cause if the accident is underway.

06/03/1962 *Ottawa Citizen**Alexandria**Ottawa Union*

Mail Car Fire Causes Heavy Loss In Parcels

About 100 bags of mail were destroyed by flames that broke out in a sealed car on a westbound CNR train here last night. The fire was discovered when the car was opened at Union Station.

The bags contained mostly newspapers and magazines but several bags of parcels were destroyed or damaged by the fire. No first class mail was involved and no estimate of damage was available. There was no one in the car that contained 350 bags of mail.

The mail was in a "through car" on CNR No. 3 which arrived here at 10.35 p.m. The car was destined for Winnipeg but was to be opened here so that more mail bags could be placed in it

"As I opened the door, three burning bags of mail fell out towards me," a mail porter told The Citizen.

The centre of the car was roaring mass of flames.

Ottawa firemen from No. 3 station under District Chief Art Jones had the blaze under control in 20 minutes but stayed an hour to snuff out stubborn embers that smouldered among the bags of papers and magazines.

Train Delayed

The trans-continental train that usually stops 20 minutes in Ottawa was delayed an hour. The damaged car was placed on a siding and the contents were removed this morning.

The baggage car was loaded at Montreal and it is thought the bags were piled too high and toppled over during shunting and fell against a coal burning stove in the centre of the car. Bags at both ends of the car escaped damage.

Postal officials had no idea how long the fire had been burning but District Chief Jones said that when the car door was opened, a fresh supply of oxygen set the smouldering bags aflame.

Undamaged bags and parcels were sent on westward on a later train.

19/03/1962 *Ottawa Citizen**Alexandria*

No Montreal Train Cuts

Eleven CNR passenger trains between Ottawa and Montreal will continue to be operated without any reduction in service.

Walter Smith, CNR special representative here, stated today there is nothing to an earlier report that three of the 11 CNR trains between Ottawa and Montreal were to be dropped.

Reductions in CNR train-services are customarily made at timetable changing time for the start of daylight saving on April 29 or its ending on Oct. 28.

"No Ottawa Montreal trains are being dropped," said Mr. Smith, "when daylight saving starts on April 29."

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.

13/08/1962 *Ottawa Citizen**Alexandria**Carlsbad Springs*

Family Of 4 Meets Death At Crossing

Speed, noise from a car radio, and four people in the front seat have been cited as factors in the deaths of an Ottawa high school teacher, his expectant wife and their two children.

The family of Paul-Emile Prudhomme, 28, of 144 Dagmar Ave., Eastview, was wiped out when a freight train sliced their car in two at a level crossing near Carlsbad Springs, Saturday.

An inquest will be held at a date yet to be set, Coroner Dr. E. J. S. Major of Orleans said.

Was To Teach Here

The family, originally from Chesterville, moved recently when Mr. Prud'homme was appointed to teach French at Rideau High school this fall.

Police said skid marks indicated the car carrying Prud'homme, his wife Fernande Marguerite, 31, son Jean-Marc, 3, and daughter Carole, 18 months, was travelling fast.

They said the car radio was on at the time, and all four people were in the front seat. Police found the radio's on-off switch at on and turned up almost half-way. It is believed the driver attempted to brake when he saw the train, but failed to stop the car before it met the train.

The family was on its way to help hang curtains at the new home of Mrs. Prud'homme's mother, Mrs. Aldege Desjardins, about a mile from the scene of the accident. Three boxes of drapery rods lay scattered along the track with other debris including children's clothes, a shopping bag and a woman's shoe.

The accident occurred about 11.20 a.m. on a straight stretch of the Russell Road, 10 miles east of Ottawa.

Sliced In Two

The late-model sedan was sliced in two by the eight-car Canadian National Railways freight train which was heading towards Ottawa at about 50 miles per hour. The front fenders and engine were crushed beneath the locomotive and carried half a mile. Other parts were strewn along the right of way.

The train had to be backed up to remove the front part of the car. Damage to the train was estimated at \$800.

The rear half of the car, the only recognizable part, came to rest in the opposite lane near the crossing.

The mutilated bodies of the victims were thrown down the railway embankment into a water-filled ditch about 70 feet from the point of impact.

They died almost instantly.

Police searched for almost an hour for the body of the boy which was found in a clump of bushes near the body of his mother.

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## Carlsbad Springs

## Urge Traffic Count After Family Killed

A coroner's jury last night returned a verdict of accidental death after hearing details of the train-car crash which took the life of Paul Eraile Prudhomme, 28, 144 Dagrmar St., Eastview, at Carlsbad Springs on Aug. 11.

The Rideau High School teacher's wife, Fernande, and two children, Carol, 18 months, and Mark, 3, also died in the same crash. The four died when their car was in collision with a CNR freight train enroute from Montreal to Ottawa.

The jury did not attach any responsibility for the accident to either driver or train crew but pointed out that it appeared the attention of the driver must have been diverted.

One possibility is that his car radio was on and he failed to hear the whistle and bell of the oncoming train.

The jury recommended that a traffic census of both rail and road should be conducted by the proper authorities to determine if additional warning devices should be installed at the Russell Road crossing In Carlsbad Springs.

## Saw Accident

Edgar Gladu, working on his father's farm near the crossing, told of witnessing the accident. He said the car appeared to be going about 50 miles an hour, slowed up, and then hit the train as it was about half way across the crossing. He said it hit head on at the front of the freight's engine and then broke apart.

All four victims were hurled from the vehicle, which was cut in two by the impact, and died instantly of multiple injuries.

Bernard Ryan, CNR rear end brakeman, Harold Buske, engineer, Rae Clark, assistant engineer, and T. W. Sheridan, conductor of the train, all testified that the train approached the crossing with headlight on and whistle and bell operating. The accident occurred at 11.30 a.m. but trains keep headlights of their engines on all day to make oncoming trains more visible.

Mr. Clark, handling the engine at the time, said the train was proceeding at 53 miles an hour in a 60 mile zone when he applied the brakes when the car was sighted bearing down on the train.

R. B. Laughlin, front - end brakeman, riding In the cab of the engine, said he saw the car a quarter to half a mile away and thought it had ample room to stop. He said it struck the left front of the engine with the right front end of th car.

## Tried To Beat Train

Cpl. Robert Behan of the Gloucester - Nepean Police, investigating officer, said the roadway showed skid marks of 70 feet, then an open space of 30 feet and then heavy skid marks of 26 feet veering slightly to the right.

He said it appeared Mr. Prudhomme suddenly noticed the train, applied his brakes and then thought he could not stop in time and attempted to beat the train to the crossing.

At the last minute, realizing he could not make it, he applied his brakes heavily again but was unable to avoid the collision.

He said the radio in the demolished car was in the "on" position and that it took two or three turns to return the control to the "off" position.

Apparently, he said, the radio was playing at the time of the accident. The brakes of the car were in good condition and a medical test showed no alcohol in Mr. Prudhomme's bloodstream.

Dr. E. J. S. Major presided and Douglas Forrest represented the crown. Garner Currie was foreman of the jury.

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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12/11/1962 Ottawa Journal

Alexandria

Vars

## 2,000 Meet Santa On Train

Santa Claus is in town.

He 'arrived amid Saturday morning's downpour ... His silver whiskers dripping raindrops instead of customary snowflakes.

And as every year he was met at Vars by the flying A. J. Freiman Limited 19-coach - CNR Santa Special - loaded down with 2,000 good little girls and boys.

They jammed seats, aisles and vestibules to get a first-hand look at their idol - a fun-rollicking, barrel-built man in a red and white trimmed suit full of jolly "ho-ho-ho's."

## MORE TOYS

"More toys than ever this year, girls and boys," was Santa's message from his North Pole workshop, after reminding them they had "better watch, out, and better not shout,."

As much a part of the fun as meeting Santa at Vars, of course, was the train ride in Christmas - decorated coaches and the cookies handed out.

Typical of those caught up in the pre-season festivities were Mr. and Mrs. Jean-Paul Charette, of 1460 Laperriere Avenue, and their four children.

"I shook hands with him," Marc, six, exclaimed, dancing in the aisle. After Santa said hello, little Catherine, his sister who is three could only gaze in awe. while Francois, eight, and Alain, seven, vowed they were going to be good.

## STREET PARADE

After a brief reception at Union Station, where the mayor greeted Santa, the Governor General's Foot Guards Band and Rough Rider Drum Majorettes. Joined in a parade to Freiman's Toyland, with Santa atop a rocket float,

The only disappointment of the morning was the fact Santa didn't arrive in Vars by helicopter, but came by car. The weather was blamed for the change in plan.

Two escape when car hits side of express.

VARs (Staff)-Two youths narrowly escaped death during a snowstorm late Sunday afternoon when their car crashed into the side of the speeding Canadian National Super Continental at a road crossing near Vars.

Passenger Marcel Lefebvre, a 20-year-old laborer from Hammond, saw the train looming up through the darkness and leaped from the car.

The driver, Yvon Charbonneau, 19-year-old laborer, also of Hammond, braked but the car skidded into the train and was sent spinning by the impact.

Although wreckage was strewn over a wide area from the crossing, Mr. Charbonneau received only multiple face and arm bruises. His condition in St. Louis Marie de Montfort Hospital is "good."

The train's engineer, Carmen Glenn of Montreal, was unaware of the accident until reaching Ottawa, where about \$200 worth of damage was found to have been caused to the fourth train car.

Train delayed

The Super Continental's departure for the rest of its run west was delayed 45 minutes while the car was unhooked.

Mr. Lefebvre, who was unhurt, told The Ottawa Citizen: "We were going about 25 mph when suddenly we saw the train about 15 feet ahead of us. I opened the door and jumped. But Yvon didn't have time to stop. He braked and the car slid into the train's side. The car was pushed along by the train and completely wrecked. I found Yvon lying by its side."

Mr. Charbonneau was taken to the home of Hank Van Dyke to await an ambulance from Embrum. He had been heading north on County Road 17 when the accident occurred about 5 p.m.

The CNR train, consisting of two diesel units and eight cars, left Montreal at 3 p.m. During its two-hour, 10-minute run to Ottawa, it reaches speeds up to 80 mph along unrestricted stretches, the area in the region of the crossing west of Vars being one.

22/12/1962 *Ottawa Citizen*

Alexandria

Ottawa New

NCC Explains Reason for move of Union Station

Efficiency in railway operation and the most central location to serve an estimated 600,000 Metropolitan Ottawa population within 10 years' time were amongst the prime reasons for the site of the new Union Station at Hurdman's Bridge, just off the Queensway.

Citing these chief reasons, a National Capital Commission spokesman stressed that the overall aim of the NCC \$20,000,000 railway and station relocation program, to be completed by June, 1965, was to eliminate as many existing level crossings in the Ottawa, and Hull metropolitan area as possible.

(The NCC spokesman was commenting on a speech by Senator A. K. Huggessen (L. Montreal) in the Senate Thursday night urging that the Union Station be continued at its present Rideau Street location).

"Through operation"

"The new Union Station will provide for 'through operation' of all passenger trains," the NCC spokesman emphasized. "Railways do not like 'stub station operation, requiring some trains to be backed in or out of a station, as is the case with the present station."

"The NCC plan will result in the abandonment of the CPR line in from Britannia to Ottawa West, across the Prince of Wales Bridge to Hull across the Interprovincial Bridge into Union Station. "The physical running time for trains between Ottawa and Montreal and between Ottawa and Toronto will be reduced by eight minutes, using the new Union Station, compared with present schedules.

Ready access

"The site for the new Union Station will provide ready street traffic access to many more sections of the city, via the Queensway, and ultimately improved traffic routes to downtown Ottawa, via the Queensway, Nicholas Street, and a new traffic route from the Deep Cut along Rideau Canal to the Chateau and across the Interprovincial Bridge to Hull.

"Adequate station parking will be provided at the new Union Station, and Rideau and Sparks Street presently congested traffic will be greatly lessened because of the station's new site.

"After the new station is completed, the plan is to spend \$500,000 on improved Ottawa and Hull approaches to the Interprovincial Bridge, as a second main route to Hull, after the new \$12,000,000 Macdonald-Cartier Bridge is completed in 1965."

12/03/1963 *Ottawa Citizen*

Alexandria

Buses used when CNR line blocked

ALEXANDRIA (Special) -A CNR freight train minor derailment five miles east of here this morning, forced some 40 Ottawa to Montreal passengers on a later train to transfer to buses.

A broken axle on a box car on CNR Freight No. 408 caused the line block. Passenger train No. 48 that left Ottawa at 7.30 a.m. due in Montreal at 9.55 a.m. was held up until this afternoon. Meanwhile passengers were transferred at Alexandria to buses and were expected to be some two hours late in Montreal.

Montreal to Ottawa train No. 47 had to use the CPR line until work crews cleared the block.

29/07/1963 *Ottawa Citizen*

Alexandria

Alexandria

Cattle killed on bridge by train

ALEXANDRIA (Special) -The CNR westbound passenger train travelling from Montreal to Ottawa Saturday night struck and killed seven cattle trapped on a rail here.

Railway officials were not immediately able to trace the owner of the cows. Farm lands abut the rail line for several miles in each direction from the bridge.

The train was delayed an hour and a half but suffered no damage.

13/09/1963 *Ottawa Citizen*

Alexandria

Vars

Train rams bus driver gets free

VARs (Staff) - A woman missed death at 8.15 this morning when the school bus she was driving was demolished by a fast passenger train at a crossing just east of the Vars CNR station.

There were no children aboard the bus.

Mrs. Gilberte Trudeau, 34, wife of Alcide Trudeau, managed to jump clear seconds before the locomotive crashed into the front of the bus. She is in St. Louis Marie de Montfort Hospital suffering from shock, and abrasions to the head and upper body. Her condition is reported as good.

Mrs. Trudeau had left her home a few minutes earlier, and was en route to pick up children for the daily trip to schools in the area.

Stopped too close

She stopped at the level crossing, but the front of the bus was too close to the tracks. She opened the front door to make sure the way was clear, and saw the fast-moving Ottawa to Montreal passenger train No. 48.

Mrs. Trudeau jumped from the vehicle and threw herself into a ditch along the right of way. It is thought that she was struck by some of the flying debris when the locomotive crashed into the bus a few seconds later.

The bus, owned by the woman's husband, was demolished.



Ottawa woman injured as car hits train

CASSELMAN (Special)-An Ottawa woman was injured, and three other persons escaped with only a shaking-up, when an automobile ran into the side of a freight locomotive at a CNR crossing near here Sunday afternoon.

Miss Jocelyn Dagenais, 22, of 360 Besserer St., Ottawa, was treated at Cornwall General Hospital for cuts and bruises to the scalp and right arm, but she was not admitted.

The car was driven by Andre Claude Lalonde, of 64 Delorimier St., Hull. Passengers in the rear seat were Marcel Gareau, and Miss Aline Boulanger, both of Hull.

According to the report of OPP Constable J. R. J. Char-bonneau, of Casselman, the auto struck the left side of the locomotive, and was dragged a considerable distance along the right of way. The freight train was en route to Ottawa, and was travelling at a slow rate of speed at the time.

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.

13/02/1964 *Ottawa Citizen**Alexandria**Casselman*

Train kills retired man

CASSELMAN (Special) A 61-year-old retired farmer was killed Wednesday afternoon when struck by a train as he crossed the railway tracks near the station here.

Witnesses said Bernard Charlebois looked both ways before starting across the tracks but didn't appear to have noticed a Montreal-Ottawa freight train passing through at about 40 miles an hour.

Force of the impact knocked Mr. Charlebois 95 feet onto the station platform. The train engineer was Kenneth Leathern of 2224 Prospect Ave. of Ottawa.

Mr. Charlebois, a bachelor who lived at the Commercial Hotel here since retiring from his Lemieux area farm, was on his way to catch the Ottawa train.

08/04/1964 *Ottawa Citizen**Alexandria**Alexandria*

Carried half a mile

Couple die as train rams truck

ALEXANDRIA (Special) A speeding transcontinental train, "whistling its head off," slammed into a one-ton stake truck Tuesday afternoon, instantly killing a Greenfield couple.

Dead are John Morpaw, 69, and his wife, Helena, 67, of Greenfield, eight miles west of here.

The couple had lived for two years within 100 yards of the crossing where they were killed.

A daughter, Caroline, 15, was in school at the time of the accident and wasn't told of the tragedy until she got home.

Local men worked for almost two hours with hammers, axes, crowbars and cutting torches, to free the badly-mangled bodies and wreckage from beneath the nonstop CNR Ottawa - Montreal Suoer-Continental.

The 11-car train, travelling at 65 miles per hour, carried the truck more than a half-mile down the track.

Several passengers on the train, with plane reservations at Dorval, completed the trip by taxi from Alexandria.

Two men, neighbor Roddie McDougall, and Greenfield barber George Villeneuve, actually saw the crash.

Mr. McDougall said he saw the couple leave the house in the truck and almost immediately heard the whistle of the train.

"It was whistling its head off," said Mr. McDougall.

He said the view of the crossing was perfect and he "never dreamed the truck wouldn't stop" but when all four wheels were on the tracks, it was hit.

Planning to move

Mr. McDougall said the couple was planning on moving to Cornwall and told him that's where they were going before they left.

Mr. Villeneuve said he heard the train's whistle "that always fascinates me" and looked out to watch it go by.

He saw the truck coming up the slight incline onto the crossing and saw it struck by the train.

Parish priest Rev. Henri Ouimette administered the last rites of the Roman Catholic Church to the victims. The remains were taken to Miller's Funeral Home, Cornwall.

The accident, investigated by OPP Const. D. V. Fosberg of the Maxville detachment, happened at 1.15 p.m.

Engineer of the express was Wilfrid Benoit Gervais of Lasalle, Que.

Coroner Dr. D. J. Dolan of Alexandria said no autopsies would be performed but that an inquest was pending.

There are no signals at the crossing other than a wooden warning sign which marked it.

16/06/1964 *Ottawa Citizen**Alexandria*

Faster Service

New microwave oven heats meals on trains

Passengers on the Montreal-to-Ottawa CNR run Monday morning had their breakfast heated by microwave.

The meals were served piping hot seconds after they sat down in a posh dining car.

They were the first to sample the CN's microwave-cooked meals, an experiment being tested to speed up meal service on the two-hour journey between the two cities.

Meals for the new diner are pre-cooked, placed under refrigeration, then heated in the dining car's microwave oven. They can be brought up to serving temperature within seconds.

Results of the test may influence the type of meals and service on a number of short intercity runs across Canada.

Decor of the car is new, too, and will become the standard for CN dining cars. Among the features are grey carpets, walnut panels, arborite-finished tables and modern, red-upholstered chairs.

The same decor is used in nine new dining cars, converted from buffet-sleeper-lounge cars, being put into service because of the response to CN's Red, White and Blue fare plan. Under this plan, complimentary meals are served to passengers with parlor and sleeping car accommodation.

CN carried 9.3 per cent more passengers in 1963 than in 1962 and this has taxed dining car facilities.

Revolutionary type of dining car

A completely new type of dining car featuring microwave cooking and other innovations in meal service is being tested by Canadian National Railways in its Ottawa-Montreal service.

The experimental meal service car is one of the most revolutionary ever tried by a Canadian railway, and the results of the test may influence the type of meals and service on a number of short intercity runs across Canada.

Main feature of the car is a microwave oven which uses microwave energy to heat the food.

Meals for the new diner are pre-cooked and placed under refrigeration. The microwave oven can bring them up to serving temperature within a matter of seconds. For example, the range takes only 90 seconds to heat a dinner featuring veal cutlets.

Each patron is served at his table with a tray laid out with knife, fork, serviette, rolls, butter and his selection of appetizer, and choice from three main courses. Disposable plastic plates and glasses are used, but china cups for tea and coffee, and stainless steel cutlery are retained.

New interior

The car also features an attractive, new interior which will become the standard for CN dining cars. Designed by the office of CN's chief architect, the car has a dropped ceiling with recessed lights, walnut panels, off-white walls, grey carpeting and walnut-grained, arborite-finished tables. The usual straight-back chairs have given way to modern, comfortable chairs upholstered in bright red fabric.

Test service began last Monday (16/06) on the fast Ottawa-Montreal afternoon train. It will also be conducted on the fast morning train from Montreal to Ottawa. The two trains are well patronized and cover the distance between the two cities in just under two hours. This running speed, plus the fact that parlor car passengers are served complimentary meals under CN'S Red, White and Blue fare plan, necessitates fast dining car service.

The new car, which can seat 40 customers compared to 12 on the dining car now in service on the two trains, is designed to speed up railway service without a sacrifice in quality and to keep the service in line with the upswing in passenger carryings.

It was designed by the railway and constructed in its Point St. Charles Shops at Montreal

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.

24/08/1964 *Ottawa Citizen**Alexandria**Casselman*

Driver jumps for life before train rams car

CASSELMAN (Special) - A 49-year-old salesman had to jump for his life seconds before a CNR passenger train slammed into his car Sunday morning.

The car was dragged for more than half a mile before the train was able to stop.

It happened as Hector Labelle, of Embrum, six miles west of here, was driving home from Casselman.

He told police later that as he drove along County Road No. 3, about two miles from here, he was blinded by the headlights of an approaching vehicle.

He swerved to the right on to the rail track which crosses the road. He tried unsuccessfully to move his car when he saw the train approaching. Mr. Labelle jumped from his car just before the train arrived at the spot.

22/09/1964 *Ottawa Citizen**Alexandria**Ottawa Union*

Mrs. Keaton along for the ride

By Carol Lutes Citizen women s writer

Silent screen favorite Buster Keaton is looking at Canada through a train window this month and his charming, blonde wife Eleanor has come along for the ride.

In their 24 years of marriage Eleanor Keaton has seldom strayed far from her actor-comedian husband's side. "I enjoy travelling and we do a great deal of it," she said during an interview with The Citizen in her Chateau Laurier suite on Monday afternoon.

Entrusting their St. Bernard dog, their cat, their dozen hens and lone rooster with a caretaker for a few weeks, the Keatons have set out from their 1/2 acre home in Woodland Hills, Calif, on a cross Canada train trip for the National Film Board.

Shooting of the film, a travelogue on Canada tentatively entitled "Rail Rodder," has taken the Keatons from Halifax to Montreal, to Quebec City, to Ottawa and now westward to Rivers, Man., Jasper and finally Vancouver.

The couple expects to arrive home in California in early October. "We average about six months at home and six months away each year," Mrs. Keaton points out. And with no family to worry about, the comedian's wife usually goes along.

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12/01/1965 *Ottawa Citizen**Alexandria*

Capital capers:

Graeme Fraser spent a couple of uncomfortable hours in the washroom of a CN train bound for Montreal last Thursday when the door-lock mechanism failed.

With Budge and Judy Crawley, Graeme was en route to an Expo meeting in the Quebec metropolis when he went to clean up as the train neared central station.

When the door wouldn't open, his banging and shouting attracted Budge and Judy as well as other concerned passengers who crowded helplessly in the narrow corridor outside the door. The train finally pulled into the station and eight trackmen, the conductor and train crew succeeded in releasing Sir. Fraser, by removing the door.

Meanwhile Budge and Judy had proceeded to the Expo meeting to explain Graeme's delay. When he arrived he was presented with a fire axe and a card neatly engraved "Carry this with you at all times."

"I had visions of endlessly travelling back and forth from Montreal to Vancouver in the locked room," says Graeme, "with the CN kindly allowing my wife to come down to the platform in Ottawa each time the train paused on its way through to greet me through the frosted glass."

Unscathed as car wrecked

ROCKLAND (Staff) Marcel Gladu, 32-year-old Embrum man, cheated death by a split-second at the Vars CNR level crossing yesterday afternoon when a fast Montreal-Ottawa freight train demolished his car.

The diesel locomotive sheared off the front of the auto, spun the car around and crashed into the rear of the vehicle before sending it spinning into a ditch.

Mr. Gladu climbed out without a scratch. He told The Citizen today: "There was a house on the left side of the road near the crossing, and it blocked my view of the train.

"I was about 50 feet from the crossing when I spotted the freight. It was about 150 feet away, and moving fast. I heard no whistle blowing.

"I jammed on my brakes, but the car skidded on the icy road. I knew I wasn't going to be able to do anything, because the car was out of control.

"I said to myself, 'Oh, My God', and I thought of my wife and kids. I figured I had had it.

"The next thing I knew there was a big crash and I felt the car spinning like a top. Then it landed in the ditch, and I was able to climb out through the door on my side. I was not even scratched, but it was the worst few seconds of my entire life."

A shipper employed at Canada Packers, Ltd., in Hull, Mr. Gladu was on his way home at 4.45 p.m. when the mishap occurred.

25/01/1965 *Ottawa Citizen**Alexandria**Alexandria*

Alexandria derailment delays 100 passengers

The CNR trans-continental "Panorama" passenger train was stopped short behind a freight derailment near Alexandria this morning delaying arrival of about 100 passengers in Ottawa by five hours.

The passengers, due to arrive here at 1.35 a.m. from Montreal, finally arrived aboard two buses at 5.40. They had waited three hours on the train at Alexandria before starting the bus trip.

Crews worked through the night to clear the track after a boxcar jumped the snow-covered track.

There were no injuries in the derailment.

Const. Hubert Major of Alexandria police said the Panorama had pulled into a siding to let the freight through. He said a wheel came off the boxcar about a mile down the line, ripping up a section of track and derailling the car.

The line was expected to be back in service by noon.

The passengers, weary and grumbling, were brought to Union Station in buses chartered in Green Valley.

28/01/1965 *Ottawa Citizen**Alexandria**Carlsbad Springs*

Truck hit, driver safe

A Carlsbad Springs store owner narrowly escaped serious injury Wednesday when a train struck his small truck less than a mile from his store.

Walter Ladouceur, 54, escaped without a scratch despite the fact that his truck was a total wreck.

Mr. Ladouceur said he was returning to the store on the Eighth Line and didn't notice the train until it was too late. Realizing he would skid into the side of the train if he put on the brakes, he stepped on the gas and "almost made it across."

Mrs. Ladouceur said her husband's truck was thrown by the impact, but her husband remained inside and was uninjured.

05/02/1965 *Ottawa Journal**Alexandria**Alexandria*

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.

06/11/1965 *Ottawa Citizen**Alexandria*

The "Bytownner" a new CNR noonday train made its first run between Ottawa and Montreal Sunday. Leaving Ottawa at 12.20 p.m. and Montreal at 12.10 p.m., it will make the 117 - mile run between the two cities in two hours and ten minutes.

Santa gets here by 'copter, train

By Walford Reeves Citizen Staff writer

Santa Claus couldn't be kept away from Ottawa by the rain Saturday, but instead of using his reindeer he arrived by train after a flight from the North Pole by helicopter.

The special Freiman's 20-car train carried 2,054 people out to Vars to greet him and carried them back again, only this time with Santa as their special passenger.

Entraining at Union Station, passengers found the coaches decorated with streamers and balloons. In each car was a teenage hostess who later handed out packets of cookies to the children and parents.

Excitement mounted as the train moved into the small community of Vars, about a half-hour run out of the city. Then squeals of delight as children rushed from side to side to catch a glimpse of Santa's special helicopter as it circled above.

Return journey

It landed at the rear of the train and Santa climbed aboard, after waving goodbye to a number of local children who had also seen him land.

Santa had no time to rest. He was ushered hastily through the train as it began its journey back to Ottawa.

As Santa entered each railway coach the children shouted, laughed, cheered and some even cried. In one there was even a chorus of For He's a Jolly Good Fellow.

One small boy, obviously worried about his behavior during the past year called out. "I will be good Santa."

The train was filled predominately with French children who called out "Pere Noel," and Santa, who speaks almost every language, replied in French, much to their delight.

But Santa had to rush his way through the train as it moved closer to the city and another waiting crowd. So with a quick wave of his hand, a handshake, a pat on the children's heads or a chuck under their chin, he disappeared into the next coach where the scene was repeated.

Mayor Don Reid welcomed him at Union Station on a special stand before an audience of hundreds.

Santa then climbed on to a float with replicas of his reindeer and the rain stopped. Led by the Governor General's Foot Guards' Band, the Riderettes, floats, clowns, pretty girls, and Les Troubadors de Hull, he paraded to Freiman's department store on Rideau Street. Several thousand more cheering children lined the streets to the store.

Santa did go into the store but made a hasty exit from the rear because he had to be in another parade at the Westgate shopping centre.

01/02/1966 *Ottawa Citizen**Alexandria**Ridge Road*

Two Injured as truck [sic] runs into garbage truck

The driver and a helper escaped serious injury when a loaded garbage truck was hit by a passenger train at a level crossing Monday at 12.40 p.m. Lucien Bellefeuille, 24, of 131 Chapel St. and helper Ovide Poliquin of 94 Bruyere St. were treated at Civic Hospital and released following the accident.

The incident occurred on the Ridge Road crossing half a mile south of the Russell Road. Damage to the late model truck was estimated between \$15,000 and \$16,000.

Damage to the Canadian National Railways locomotive heading east toward Montreal when it struck the truck, was given as \$3,000.

The impact yanked the trailer part of the truck off its hydraulic lock to the cab and pitched it 40 feet into the northeast ditch.

Cab not hit

The cab wasn't hit by the train but was spun around and into the ditch beside the tracks.

The trailer section of the truck was hit almost in midsection and demolished. Garbage was spread over a wide area as the trailer spun into the ditch. It took the train 400 yards to stop after the collision. Engineer John Shipman of 5494 Derossier St., Montreal, said the train was going 20 mph just before the accident.

The train was delayed for some time and then allowed to continue to Montreal for repairs.

Driver Bellefeuille told police he was warned by Mr. Poliquin that the train was approaching and applied the brakes but slid onto the tracks.

When he saw the truck was going to be hit he accelerated and in doing so moved the truck forward just far enough to prevent the cab from being hit.

07/06/1966 *Ottawa Citizen**Alexandria**Ottawa New*

Ottawa's new Union Station on Alta Vista Drive should be in operation by July 15, according to National Capital Commission officials.

The station, which will eliminate trains through the heart of downtown Ottawa, is only one of many NCC projects under way around the capital.

06/07/1966 *Ottawa Citizen**Alexandria**Ottawa New*

Opening delay at new station

Opening date for the new Union Station at Alta Vista has been set back to July 24 - a week behind schedule.

It will be in operation at that time, according to National Capital Commission officials but the going will, be rough.

The discomfort will be felt by both the public and employees of the two railway companies using the station.

Road access to the station will not be finished by opening date. There will be "detours", both from the Queensway and from Alta Vista Drive.

The restaurant will not be open, but there will be a "temporary lunch bar."

A portion of the 160 - car parking lot is expected to be paved - enough to carry it over the initial opening period. But the "detour" roads getting to the lot may be a bit rugged.

Nor will there be any landscaping around the huge com-plex. This will be finished at a later date, probably in the fall.

For the railway companies - the Canadian National and the Canadian Pacific - the changeover will be a major operation.

The NCC had hoped a new company the Ottawa Terminal Railway would have been formed by opening date. This company would have been made up of the two railways.

But the legislation still has not gone to Parliament and operations will continue to be as they are at the present station.

Involved in the technical changeover will be about 28 trains - all 'passenger' - from CNR and CPR.

Walter Smith, public relations officer for the CNR, said the railways were meeting with officials of the NCC Thursday morning to discuss opening date. He said his company was not aware a change had been made.

"We were forced out of the present Union Station by a government decision," he said, "and the railways will want to see they have like facilities to operate in the new one before they open."

No knowledge

Marc McNeil, public relations officer for the CPR, said his company had no knowledge of the new opening date.

The NCC said "extra men" are now working at top speed to meet the new date.

Completed will be all the escalators and the helicordal ramp - a circular concrete ramp - leading from the main waiting room to the passenger tunnels beneath the station.

The baggage room will not be in full operation, but functioning well enough to give service.

All the platforms and tracks will be finished. Some of the offices - those with top priority - will be completed. Part of them will be furnished, others will not.

The ticket office, the most important, will be in full operation, and so will the rest-rooms.

08/07/1966

Ottawa Citizen

Alexandria

Ottawa Union

# NATIONAL CAPITAL COMMISSION INVITATION TO TENDER DEMOLITION

Sealed tenders clearly marked as to contents and addressed to the under signed for the demolition of train sheds only at the rear of the Union Station and the Canadian National Express and Baggage offices Besserer Street. Ottawa, will be received until 3:00 p.m. E.D.S.T. and opened in public 15 minutes later in the offices of the National Capital Commission on: 21 JULY. 1966

29/07/1966

Ottawa Citizen

Alexandria

Ottawa New

## NEW OTTAWA STATION FROM JULY 31st

All passenger trains to and from Ottawa will operate from the new Ottawa Station at Queensway and Alta Vista commencing Sunday, July 31st. Canadian National and Canadian Pacific regret any inconvenience that this may cause their travellers and are doing everything possible to minimize this inconvenience.

For directions on reaching the new station, please call 232-6455'. Signs have been posted along the way from Union Station to the new Ottawa 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."

02/08/1966

Ottawa Citizen

Alexandria

Ottawa New

The Canadian National Railways are bringing their turbo-trains to Ottawa, and they anticipate that passenger trains will soon be a popular and paying proposition; and evidently there will not even be an OTC bus service to the ploughed field where the turbo-trains will unload their passengers.

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.

11/11/1966 *Ottawa Citizen**Alexandria**Vars*

Santa Claus parade set for Saturday

Santa Claus arrives in Ottawa Saturday by helicopter, train and then in a parade through downtown streets.

Arranged by A. J. Freiman Limited, Santa will arrive by helicopter at Vars, Ontario. A 19 car train will transport an estimated 2,000 children to Vars to welcome Santa.

All will then travel back to Ottawa by train where he will be officially welcomed by Controller Ernie Jones. Arrival time in the city is estimated at 10.45 p.m.

He will then head for downtown Ottawa accompanied by a large parade of floats and bands.

14/11/1966 *Ottawa Citizen**Alexandria**Vars*

Santa arrives for parade

Santa Claus came to town officially Saturday to the delight of thousands of children who rode a special train to meet him and lined a four-block parade route downtown.

More than 2,000 children and their parents boarded a 19-car special train at the new Ottawa station and rode out to meet him at Vars where he landed in a helicopter.

During the half-hour trip back to the city, Santa toured the train and was mobbed by happy youngsters clutching at his red-velvet suit and clamoring for him to pay attention to their Christmas requests.

He was greeted upon his arrival at the station by scores of other fascinated youngsters, Con. Ernie Jones, who welcomed him on behalf of the city, Miss Ottawa Rough Rider, Hendrika Steenbakkens, 20, a brass band, clowns, and the baton-twirling Riderettes.

No rain for a change

Officials connected with the event, sponsored by A. J. Freiman, Limited, termed it "the most successful in many years," particularly in view of the cool but not inclement weather. It has rained on Santa Claus parade day for the past several years.

After traditional "Ho, ho, hos" and admonitions to "be good girls and boys," Santa left the station by car to join his parade, which began at the corner of Daly Avenue and Nicholas Street and travelled to the department store.

The four-block route was jammed with children and adults. Santa, on his float depicting his sleigh and reindeer, together with other floats designed on fairyland themes which included The Old Woman Who Lived in a Shoe, Cinderella, and the Pied Piper of Hamelin, paraded to a selection of Christmastime music, the predominant tune being Santa Claus is Coming to Town.

14/11/1966 *Ottawa Citizen**Alexandria**Alexandria*

Car-train crash kills councillor ALEXANDRIA.(Special)

Dan Gill, 58, Kenyon township councillor and a retired farmer, was killed in a car-train crash four and a half miles northwest of here at 1.42 p.m. Sunday.

His car was dragged 110 feet west from the railway crossing on the fourth line road, Kenyon township. His body was found seven feet west of the demolished car.

Mr. Gill had left his farm home, alone in the car, just minutes before the accident.

He had just pulled out of his laneway onto the main road when the CNR passenger train struck his car in the rear.

The train, westbound from Montreal to Ottawa, had a dint in the front of the engine and a couple of snapped hose fittings. It was going about 30 miles an hour when it struck the car.

Mr. Gill came to the Alexandria area from Newmarket about 10 years ago and had farmed until recently.

He is survived by his wife, Chris; a son Graham; a daughter Janet, of Hawkesbury; three sisters and two brothers.

The body was taken to Cornwall General Hospital.

Dr. A. B. Peachy is the coroner and Constable Maurice Villeneuve of the Lancaster Ontario Provincial Police detachment investigated.

17/11/1966 *Ottawa Citizen**Alexandria*

Santa Claus parade set for Saturday Santa Claus arrives in Ottawa Saturday by helicopter, train and then in a parade through downtown streets.

Arranged by A. J. Freiman Limited, Santa will arrive by helicopter at Vars, Ontario. A 19 car train will transport an estimated 2,000 children to Vars to welcome Santa. All will then travel back to Ottawa by train where he will be officially welcomed by Controller Ernie Jones. Arrival time in the city is estimated at 10.45 p.m. He will then head for downtown Ottawa accompanied by a large parade of floats and bands.

Royal salute dispatches train on its sad journey to Quebec city

Canada's capital said its final farewell to Governor-General George Vanier when the funeral train, bearing the body, pulled out of Ottawa station at 1.08 p.m. Wednesday.

The nine-car CNR train, carrying Mrs. Vanier and other members of the family, Prime Minister Pearson. Opposition Leader Diefenbaker and other dignitaries, travelled to Montreal and on to Quebec City where burial was taking place today.

A baggage coach, specially converted for the occasion, bore the flag-draped casket over which a detail of scarlet-clad RCMP non-commissioned officers stood guard throughout the journey to Quebec.

While a smartly turned-out guard of honor, composed of Royal Military College cadets, stood at present arms, a motor hearse drew slowly up before the sliding doors of the funeral coach at 1 p.m. It had come directly from the Basilica.

Doors close slowly

Eight sergeants of the Royal 22nd Regiment lifted the casket from the vehicle, and carried it the few steps to the railway car where it was taken inside and placed on a black-draped bier.

The doors of the coach closed slowly. Members of the bereaved family, the dignitaries and a group of about 30 newsmen then began boarding the other coaches in the train.

One car was occupied by a detachment of 100 officers and men from the famed regiment, the Van Doos, which Gen. Vanier helped found at the beginning of the First World War.

Hundreds of navy, army and air force personnel, and civilians stood in silence as last-minute arrangements for the departure were made.

Then, at 1.08 p.m., a CNR conductor called out the familiar "all aboard."

The guard of honor snapped to the royal salute, rifles with gleaming bayonets held rigidly before them, and the RCAF Band played God Save the Queen.

21 gun salute

The final 21-gun salute began booming out its message of farewell from a clearing just west of the station, and the train glided smoothly into motion, quickly picking up speed under the thrust of the big twin diesel locomotives.

Red-carpeted and specially fitted with easy chairs for immediate members of the Vanier family, the interior of the funeral car was a bevy of flowers.

A separate coach was also reserved for the family, just behind the funeral car, and a special dining car was designated for the Vaniers, Prime Minister Pearson and other dignitaries.

Long before the funeral cortege left the Basilica after the solemn services there, military personnel and civilians began arriving at the station.

But the sadness of the occasion was evident by the silence which prevailed until after the funeral train had pulled out on its journey to Quebec.

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 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

29/04/1967

Ottawa Citizen

Alexandria

CNR puts on extra trains

Additional trains and railway cars are being assigned by Canadian National Railways in its mainline passenger services and in particular in the Ottawa - Montreal service beginning Sunday, April 30.

Schedules and equipment have been arranged to meet the biggest demand for mainline rail passenger services in the country's history. Preparing for this increase in passenger services, CN officials have bought, leased, or rebuilt hundreds of cars in the past three years.

Between Ottawa and Montreal, an additional train will leave the Capital at 10.15 a.m. From Montreal, an additional train will depart at 5.10 p.m. for Ottawa.

On April 30, a new Canadian National time table will be available for the travelling public. The content of the time table has been strongly influenced to meet passenger demands brought on by Expo 67, Centennial activities and the Pan-Am games in Winnipeg.

Other trains in service between Ottawa and Montreal will depart from the Ottawa Station at 7.40 a.m., 12.10 p.m., 4.40 p.m., 4.55 p.m., 8.35 p.m. and 9.05 p.m.

In the Ottawa - Toronto service, trains will depart daily from the Ottawa Station at 9.25 a.m. and at 4.50 p.m. The overnight train will depart from Ottawa daily, except Saturday, at 11 p.m.

The CN reminds its travelling public that coach and parlor car seats aboard all mainline trains will have to be reserved in advance. In other words, only travellers who have taken the precaution to reserve their seats in advance will be certain of their space when travelling between large centres.

19/05/1967

Ottawa Citizen

Alexandria

Ottawa New

Platform costs draw criticism

Ald. Charlie St. Germain was critical Thursday night of the cost of building platforms for the Centennial Train when it is in Ottawa.

"Why don't they transport platforms along with the train?" the alderman wondered.

The city expects to pay about \$5,000 to build the platforms and install signs along traffic arteries indicating location of the train.

The train will arrive in Ottawa July 1 for a two-week stay. It will be near Ottawa Station south of Terminal Avenue and east of Old Alta Vista Drive. It will also be at the west end station for some time.

The matter came up at a traffic committee meeting where off-street parking for 1,900 cars on weekends was approved at the proposed site.

Ottawa next stop for 'history' train

The Confederation train, the Centennial Commission's travelling showcase of Canadian history, will pull into Ottawa July for a 12-day visit. During its stay, the gaily-painted 15-unit train will be stationed at the CN-CP merchandising terminal site, just south of the new Ottawa Station at Alta Vista. Its six exhibit cars will be on public display between 9 a.m. and 11 p.m. daily.

The train is a sight and sound adventure through Canadian history. Visitors pass through a primeval forest and a darkened mine shaft, over a section of early railway track and into a wheatfield.

They experience a steerage passage to Canada on a sailing ship, live in the hectic years of the roaring twenties, and fight in two world wars.

Also on display will be many historic items and artifacts.

The train will leave early July 13 for Peterborough, the next stop on its 331-day journey across Canada. It will have made stops in 63 of Canada's major cities and towns by the time it reaches Montreal in December.

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.

03/07/1967 *Ottawa Citizen**Alexandria**Ottawa New*

Crowds catch history train

Thousands of people waited in line as much as two hours over the week - end for a stroll through the centennial train.

They left with opinions ranging from enthusiastic endorsement to slight boredom, although most appeared to believe the project valuable.

The train, billed as a travelling showcase of Canada from the dawn of history to the present, opened its Ottawa visit Saturday and will be here until July 12.

It is drawn up at the CN-CP merchandising terminal, south of the new railway station at Alta Vista. The exhibits are contained in six of the 15 cars. Despite the Royal tour, the celebrations on the hill and the weather, 8,742 people visited the train on Saturday and 10,876 on Sunday.

Echoed

J. M. Kelly, 17 Fairbairn Ave., echoed the opinion of many. "It's an interesting show but really it doesn't tell adult Canadians very much that they already didn't know about the country.

"New Canadians would learn quite a bit from it and visitors, particularly Americans, would find that Canada has a lot more interesting history than is generally known outside this country."

His son, 15 year old Robert Kelly, however, dismissed the train as a bore. "It tells you a lot about what the politicians and people like that were doing but not very much about ordinary people. It doesn't show anything about young people and that's what I would be interested in."

His complaint appeared to find support in the degree of interest shown by the stream of visitors in different exhibits.

The line showed in sections which reproduced the interior of early colonial homes and the hold of an immigrant ship. People moved briskly past the more impersonal displays.

Learned

All young people did not share Robert Kelly's view. Some, like Luke Prefontaine, 527 Bloor Ave., said they had learned from the exhibits.

"The train showed how Canada began and how it grew," he said. "There were other things that I've heard older people talking about like the wars that I did not know about myself. The train showed what they were like."

Still other visitors, like Mrs. Joan Gagne, of 1953 Connecticut Ave., were without reservations of any kind.

"We came her [sic] Saturday and couldn't get in. We came back today (Sunday) and had to wait about two hours. It was worth it. It's a terrific thing."

06/07/1967 *Ottawa Citizen**Alexandria**Ottawa New*

Music while they wait

The Ottawa Centennial Committee is planning to put on entertainment for the huge crowds waiting to see the Confederation train at Ottawa Station.

Although 700 people pass through the six - car train exhibition approximately every hour, some have to wait two to three hours, said Roger Scriver, executive director of the Ottawa Centennial Committee.

"To ease the waiting, we plan to bring to the train choral groups that are currently performing on Parliament Hill."

The train, which contains 27 exhibits depicting Canadian history, culture ' and way of life, arrived here Saturday for a 12-day stop-over.

Record

Large crowds have come to see the train, but as yet the one-day record attendance of 11,500 set in Kenora hasn't been broken.

On opening day in Ottawa there were 8,742; Sunday, 10,876; Monday, 9,439 and Tuesday, 7,339 a total of 36,396 in the first four days.

"We have no trouble accommodating larger crowds, as we have 1,967 parking spaces," said Mr. Scriver.

There is also a direct bus service from the Centennial Centre.

"However, people who come here after 9.30 p.m. might not be able to see the train on the same day," he warned.

The train is closed at 11 p.m. and it takes at least 40 minutes to go through it. The last person, he said, must be in the train by 10.20 p.m.

12/07/1967 *Ottawa Citizen**Alexandria**Ottawa New*

105,573 visit train in Ottawa

The Centennial Train, which leaves today after 11 days at the Alta Vista Station, has been viewed by total of 105,573 Ottawans.

Yesterday's total was 10,026, a little more than the daily average of 9,600.

13/07/1967 *Ottawa Citizen**Alexandria**Ottawa New*

113,927 boarded history train

The Confederation Train left here yesterday after 133,927 visitors went through the pageant of Canadian history. The attendance Wednesday was below average. Only 8,354 went through the train.

The total attendance for the complete tour so far is over one and a half million. The train now goes to Peterborough.

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.



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*

Derailment 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.

04/05/1968 *Ottawa Citizen**Alexandria*

Faster trips on CN service

Faster train schedules and an extra round trip in the Ottawa Montreal service are features in the summer schedule which became effective April 28 according to the Canadian National Railways.

The extra round trip will commence June 14 to facilitate those wishing to visit "Man and His World" in Montreal.

On weekdays, a total of six round trips will be available in the Ottawa - Montreal service, and three between Ottawa and Toronto.

Special fares were recently announced by the CN for families travelling together; for young Canadians and for businessmen travelling re-peatedly between two points.

20/09/1968 *Ottawa Citizen**Alexandria**Casselman*

Man killed in accident with train

CASSELMAN (Special) An 85-year-old Casselman man was struck and killed by a train at a railway crossing here Thursday afternoon.

Hector Bray was hit by an Ottawa-bound Canadian National Railways passenger train as he was walking across the Cartier Street tracks at 1.50 p.m. The engineer was Lloyd Henderson, 51, of 2160 Elmira Dr., Ottawa.

Ontario Provincial Police Constable Larry Clement said Mr. Bray was returning home after visiting friends when the accident occurred.

28/10/1968 *Ottawa Citizen**Alexandria**Casselman*

Youth jumps before train smashes car

CASSELMAN (Special) A youth escaped injury when he jumped from his stalled car seconds before it was demolished by a freight train here.

Police say Marcel Quesnel, 19, of Casselman was southbound in a 1965-model car on Donald Street Friday night when it stalled on a Canadian National Railway crossing.

The youth saw a westbound train coming and jumped from his car. It was thrown 50 feet. Damage to the train was slight.

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.

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.

07/11/1969 *Ottawa Citizen**Alexandria*

Santa Claus is coming to town

A special train bearing a special visitor pulls into Ottawa Station Saturday morning.

Santa Claus will arrive at 10.45 a.m. aboard the A. J. Freiman Special for his annual Ottawa visit.

At 11.35 a.m. a parade will escort Santa along Rideau Street to Freiman's store where he will take up residence until Dec. 25.

The parade begins at Daly Avenue and Nicholas Street and proceeds along Nicholas to Rideau.

10/11/1969 *Ottawa Citizen**Alexandria*

Capton to picture

A most popular fellow

Amid children's cheers and steady drizzle, Santa Claus arrived in town Saturday. Youngsters braved wet weather and awaited his arrival by helicopter in Vars. Others travelled the special train with him to Ottawa and more lined his parade route. He took up residence at A. J. Freiman's downtown store where he will stay until Christmas Eve.

30/10/1970 *Ottawa Journal**Alexandria*

"Santa Train" tickets

available tomorrow only,

at Freiman's downtown. Tomorrow.

FREIMAN TRAIN SPECIAL

Saturday, October 31, is the day to pick up your free tickets for Freiman's famous Santa Claus Train Special. You and your children are invited to ride the "FREIMAN TRAIN SPECIAL" leaving Ottawa Station next Saturday, November 7 at 8.00 a.m. to meet Santa!

- Free railway transportation for 2,000 children and their parents

- Tickets will be distributed only for children under 12 years of age accompanied by an adult

- No tickets required for children under 4 but accompanying adult must have a ticket

- Tickets will be distributed tomorrow, Saturday, October 31 at 9.30 a.m. in Freiman's Toyland, Fourth Floor, Downtown only

05/11/1970 *Ottawa Citizen**Alexandria**Vars*

Santa Claus flying in Saturday

Santa Claus will fly in from the North Pole Saturday morning via helicopter.

He's just sent word to Freiman's that he'll be touching down in Vars at 8 a.m. He's expected to be greeted there by 2,000 children who will ride with him to Ottawa on a 19-car Canadian National Railways train.

Con. Claude Bennett and Miss Ottawa Rough Rider Wendy Thomas will be on hand at Ottawa Station to welcome him and his friends when they arrive at 9.45 a.m.

Santa will be accompanied from the station to Freiman's warehouse on York Street by the Governor-General's Foot Guards band plus Riderettes and clowns.

At 10.30 he'll leave the warehouse go down York on his sleigh, turn right at Cumberland Street and ride down Rideau Street to Freiman's where he will get off and head for Toyland.

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."

23/01/1971 *Ottawa Citizen**Alexandria**Casselman*

Car collides with train; man killed

CASSELMAN (Special) A 69-year-old man died following a car-train accident here Friday morning after his car was dragged 50 feet along the right of way.

Damien Clement of Casselman was pronounced dead on arrival at Ottawa General Hospital.

Mr. Clement was driving north on Cartier Street when his car was struck by a westbound Montreal-to-Ottawa freight. The 87-car freight was traveling 52 miles per hour. Conductor Anatole Rousson of Ottawa told police.

Police said all signals and warning devices were working and they could not readily account for the car striking the train. The fatality was the second at the crossing in two years.

From the Ottawa Journal same date

Level Crossing Crash Kills Casselman Man

CASSELMAN (Staff) A 69-year-old Casselman man was killed Friday when his car was struck by a CNR freight train,

Dead is Damien Clement

The accident occurred; at a railway crossing in the village. Reports from the scene indicate the rear portion of the car was struck as the vehicle was clearing the tracks.

Train derailed, snow, ice blamed

Drifting snow and an accumulation of ice on Canadian National Railway tracks near Russell Road may have caused a six-car derailment early today.

A CN spokesman said the six cars, part of an eastbound freight train leaving the company's Walkley Road marshalling yards, left the tracks shortly after 2.30 a.m.

He said the derailment caused few problems because there are alternate tracks which have been used by other trains since the accident

"But we are trying to determine exactly why the snow built up at that point" he said, adding that the ice could possibly have caused a switching junction to jam. An investigation is continuing.

Repair crews from Montreal have successfully rerailed four cars by noon today, and the line was expected to be cleared by early this evening.

Officials said there were no injuries in the low speed mishap.

Ottawa Journal same date

Six Cars Of Train Derailed

An ice build-up and drifting snow from the weekend storm has been blamed for the derailment early today of a freight train on the Walkley rail line, near Russell Road. There were no injuries.

Six cars of a CNR freight train, departing the Walkley marshalling yards, left the tracks at 2.35 a.m. A CN spokesman said the derailment would cause few problems for other rail traffic and other trains are currently being rerouted around it

Repair crews from Montreal had put four cars back on the rails by noon today and a CN spokesman said the track should be cleared by evening.

The spokesman said there would be an investigation to determine why the snow built up at that particular point.

10/03/1971 *Ottawa Citizen*

Alexandria

De Beaujeu

Snowfall too much for train

A Montreal-bound CNR passenger train was stuck for eight hours Tuesday in 10-foot snow drifts just east of the Quebec border.

The train left Ottawa at 7.40 a.m. and finally completed its journey over CP Rail tracks after leaving Ottawa at 9 p.m. In attempts to free the train near De Beaujeu, Que., two engines were derailed.

The seven-car train was finally freed and pulled back to Ottawa. Food for the estimated 100 passengers was put on at Alexandria.

The train arrived in Ottawa at about 8 p.m. where most of the passengers left the train. Some passengers continued to Montreal.

The stuck train forced the cancellation of two afternoon passenger trains to Montreal and the Supercontinental was rerouted on CP Rail tracks.

CN officials said the CP route through Bourget, Plantagenet and Vankleek Hill made the trains about an hour late. The CN track was to be cleared today for normal service.

Ottawa Journal same date

Drifts Stop Train, 100 Stranded

Some 100 passengers that left Ottawa for Montreal Tuesday were stranded for eight hours as their seven-car train was bogged down in massive snowdrifts.

But emergency units were sent out and the group was back at the station by 8 p.m.

No one was injured and CNR officials said heat was kept on in the trains during the ordeal. The train hit snowdrifts near Coteau, Que., some 65 miles from Ottawa.

Other trains going to Montreal 'were re-routed on Canadian Pacific lines. CNR officials expect to have the line cleared today. Food was brought out to the train in Alexandria.

Caption to photo

SNOWDRIFT SPECIAL

CNR train No. 30 plowed into massive snowdrifts in a futile attempt to reach Montreal Tuesday. It became bogged down near Coteau, some 65 miles from here. No one was injured and emergency units were sent out to haul the cars back home. After being stranded eight hours, the 100 passengers returned home Tuesday evening. Some got aboard another train which took a Canadian Pacific line to Montreal. CN hoped to have its line cleared today.

(Journal Photo by Dominion Wide)

01/06/1971 *Ottawa Citizen*

Alexandria

Air-line style meals on trains to Montreal

By The Canadian Press

Canadian National Railways is introducing air-line style meal service today on Ottawa-Montreal trains.

J. W. G. Macdougall, CNR executive vice-president, says the new method is designed to provide meals more cheaply than the old dining-car service which was discontinued in February.

The railway dropped the dining car service because losses amounted to about \$300,000 annually.

Protests in Parliament and by train passengers prompted the railway to try the new approach.

CNR officials Monday shepherded a group of reporters, photographers and other guests through a cafe-bar lounge car featuring a take-out service for coach passengers and a club galley car which has air-line type reclining seats and trays for first-class passengers.

The two cars will be used on the morning and evening Ottawa-Montreal trains. The cars are old CNR units renovated at railway shops in Winnipeg and Montreal.

Alexander Olynyk, CN's general manager of passenger sales, says the method may be used on other short-run inter-city trains if it proves successful.

But it would not prove practical on long-run or transcontinental trains as too many meals would have to be stored.

Only one type of meal will be available each day. Cost of the meal will be included in the galley club car fare.

The railway employed 10 people to operate the old dining cars while only two will be needed for the club galley car. The new car has 38 seats compared with 10 in the old dining car.

All meals are pre-cooked but not frozen. They are heated in a small kitchen in the club galley car.

29/10/1971 *Ottawa Citizen*

Alexandria

You can ride the Santa train FREE

...get your tickets tomorrow 9:30 A.M. at Freiman's Downtown Only

05/11/1971 *Ottawa Citizen*

Alexandria

Santa arrives tomorrow directly from the North Pole by helicopter and special Santa Train

Freiman's Santa Train Special leaves Ottawa tomorrow at 8.05 a.m. to meet Santa Claus' helicopter end to bring him right to the Ottawa Train Station.

(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.

10/11/1971 *Ottawa Citizen**Alexandria**Ottawa New*

Elephants and camels take to Ottawa streets

No, you weren't seeing things. Those really were elephants walking down Bank Street Tuesday afternoon.

They were part of a caravan of about 60 animals from Ringling Brothers-Barnum and Bailey Circus. They left Ottawa train station at 2.30 p m.

headed for the Civic Centre to perform for the next four days.

15/04/1972 *Ottawa Citizen**Alexandria**Michael Street*

Train flips van

Van driver Gurarslen Savars, 24, of 234 Presland Rd., Apt. 6, received a broken leg when his vehicle was in collision with a CN freight train at a crossing on Michel [sic] Street Friday afternoon. He was reported in good condition at the General Hospital.

03/11/1972 *Ottawa Citizen**Alexandria**Vars*

SANTA ARRIVES IN OTTAWA TO-MORROW AFTER HIS TRIP FROM THE NORTH POLE.

Freiman's Santa Train leaves Ottawa Tomorrow at 8:00 a.m. to meet Santa Claus when he arrives from the North Pole by helicopter. The Special Train will bring him here.

06/11/1972 *Ottawa Journal**Alexandria*

(Monday 6/11/1972) Its 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.

Nickdrove by automobile from the train station to meet the 15-float Santa Claus Parade - his escort to freiman's Toyland.

More

19/03/1973 *Ottawa Journal**Alexandria**Limoges*

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 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 Citizen**Alexandria**Limoges*

Familiar Whistle

Then Came Ripping Crash

By Tom Van Dusen Citizen staff writer

LIMOGES Canadian National Montreal-bound trains were back on the right track this morning following a 23-car derailment at Limoges Monday.

The CN Ottawa-Montreal mainline was blocked after the cars bounced from an 83-car freight train about 4.20 a.m. at the Limoges level crossing.

CN was forced to "borrow" CP Bail track while its line was being cleared.

No one was injured in the derailment.

While debris has been removed from the line, officials said Monday afternoon it will be at least three cdays before everything is back to normal.

One of the first people to arrive at the scene following the derailment was Noel Boulerville who lives close to the track. Mr. Boulerville who gets up at 5 a.m. to go to work at the main post office in Ottawa, said he was only half asleep when he heard the familiar whistle blasts as the train approached the crossing.

Then Mr. Boulerville heard something unfamiliar; a loud, ripping, crash that brought him out of his semi-sleep instantly.

After calling a neighbor, Hector Thibeau, Mr. Boulerville hurried to the scene.

"The first part of the train stopped about a mile up the track, then kept going," he said. "A man came out of the caboose, looked at the damage, then went back and radioed for help."

Mr. Boulerville said the man must have been in a state of shock because, "I talked to him but he didn't answer."

"Only the caboose and the two cars in front of it stayed on the tracks," he said. "The guy must have felt it was a close call."

Wheat-laden cars

The derailed cars included flatcars loaded with heavy construction equipment and boxcars loaded with wheat.

The construction vehicles were tossed about like small toys. Several were extensively damaged.

About half a dozen of the boxcars split, open spewing out tons of wheat.

Local farmers offered to buy the spilled wheat but CN officials refused, worried that salvage attempts would interfere with cranes clearing the track.

Cause of the crash is under investigation. The train was apparently travelling at about 60 m.p.h. when the accident occurred.

A railway claims office official said it was too early to give an estimate of damage. He said damage was restricted to CN property.

Limoges is 20 miles southeast of Ottawa.

## 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 reip 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 sty together."

"They behave a lot better for us than they fo for their own mothers, most of the time," said one of the supervisors. "At this age they're terriffic," added another. "Its 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 girol 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, crowdiung 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 JoanneHelmer. "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 weas 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 buiggest family I've ever met at a train station.

21/07/1973 *Ottawa Citizen**Alexandria**Casselman*

Three killed as CN train plows into car

CASSELMAN (Staff) Three persons died instantly Friday and three others injured Friday when the front of their car was torn off by a Montreal-Ottawa Canadian National passenger train.

The accident, at an unprotected level crossing a mile-and-a-half southeast of here, killed Rock Gauthier, 42, and his wife Fleurette, 30, of RR1. Casselman and sent their two daughters to hospital.

Five-year old Michael Tougas also died, and his brother Sylvan, 6, was slightly injured. They are the sons of Mr. and Mrs. Conrad Tougas, of Montreal Road in Orleans.

The Tougas boy and the Gauthier girls, eight-year-old Giselle and Joanne, 5, were taken to Ottawa General hospital shortly after the accident. Giselle is in critical condition, and Joanne is listed as satisfactory.

Construction worners about 800 feel from the level crossing said Mr. Gau-tiicr, the driver of the car. started to coss the tracks even though the train was sounding its whistle and flashing its headlight.

23/07/1973 *Ottawa Citizen**Alexandria**Casselman*

Girl, aged 5, fourth victim of train crash

A fourth person died Sunday as a result of injuries received when the car she was riding in collided with a Canadian National Railways passenger train near Casselman Friday.

Five-year-old Joanne Gauthier of RR1 Casselman died in Ottawa General Hospital. Killed instantly in the accident were the girl's parents Rock Gauthier, 42 and his wife Fleurette, 36.

Five-year-old Michael Tongas, son of Mr. and Mrs. Conrad Tongas, of Montreal Road, Orleans, was also killed.

Sylvan Tongas, 6, escaped with minor injuries and another passenger Giselle Gauthier, 8, is reported in satisfactory condition in General Hospital.

Witnesses to the crash said the driver of the car started to cross the unprotected level crossing even though the train was sounding its whistle and flashing its headlight.

09/10/1973 *Ottawa Citizen**Alexandria*

Two sisters killed when their car was hit broadside by a Canadian National train Saturday near Navan were among 13 accidental deaths in the: area over the holiday weekend.

Diane McWilliams, 23, and Dale Rivington, 18, both of Navan, died at a railroad crossing on the Cumberland township road.

Their car was dragged three-quarters of a mile down the tracks before the east-bound passenger train could come to a stop

**24/07/1974     Ottawa Citizen**

**Alexandria**

CN turbo train on the rails by Aug. 5

Ottawa-to-Montreal turbo train service

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

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

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

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

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

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

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

**30/07/1974     Ottawa Citizen**

**Alexandria**

Ottawa Turbo premier scheduled next week

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

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

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

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

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

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

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

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

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

**06/08/1974     Ottawa Citizen**

**Alexandria**

**Ottawa**

With picture.

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

**12/08/1974     Ottawa Citizen**

**Alexandria**

Trial run for new train

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

**01/10/1974     Ottawa Journal**

**Alexandria**

Turbo on track despite low speed

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

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

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

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

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

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

**11/03/1975     Ottawa Journal**

**Alexandria**

**Vars**

Car-train crash hurts Vars man

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

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

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

**08/04/1975     Ottawa Citizen**

**Alexandria**

Faster turbo to Montreal

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

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

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

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

Ottawa-Montreal run

Two Turbo trips at 90 m.p.h

Train service between Ottawa and Montreal will be 21 minutes faster at 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 Journal*      *Alexandria*

Ottawa-Montreal Turbo run axed

CN is taking away the Ottawa to Montreal Turbo train and will use it instead 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 said Wednesday. A conventional diesel train will be placed on the Montreal-Ottawa run.

But he said serious 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 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 age.

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

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

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

Turbo service cuts possible

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

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

But he said serious equipment shortage will not permit that 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 remaining two 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 south west of Montreal. The fire broke out in the train's engine, the top part of which serves as a first class club car.

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

Turbo fire may force cut on Ottawa-Montreal run

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

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

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

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

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

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

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

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

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

Alexandria is about 30 miles northeast of Cornwall.

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

Turbo service to be restored

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

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," Cumberland 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 station is to be refurbished and used as the township's museum

## 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.

07/09/1976 *Ottawa Citizen**Alexandria**St. Lawrence Cement*

## Untethered flight

Officials at the St. Lawrence Cement Company are blaming vandals for this train accident that occurred about 3 p.m., Monday. A company spokesman said today that "kids" released air brakes on nine freight cars on an aiding on their Innis Road, property. The cars rolled about 1,000 feet down the track, picking up the shuttle engine along the way. When the cars came to the stopper at the end of the line they snapped it off, pushing the engine into the ditch and causing one car to flip over.

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

## Sarsfield man killed in car-train crash

A Sarsfield man was killed Sunday afternoon after his car collided with an eastbound Canadian National Railways passenger train at the level crossing on Russell Road, just west of Carlsbad Springs, at 2:18 p.m.

Gloucester police said Gerald Webb, 27, the only occupant in the car, was killed instantly.

After a short delay, the train was allowed to continue to Montreal.

The accident is under investigation.

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

## 'Damn lucky'

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

09/04/1977 *Ottawa Citizen**Alexandria**Maxville*

## Maxville woman killed by train

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

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

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

Maxville is 25 miles northwest of Cornwall.

09/04/1977 *Ottawa Journal**Alexandria**Maxville*

## Pedestrian killed by train

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

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

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

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

06/12/1977 *Ottawa Citizen**Alexandria**Maxville*

## Ripping up the rails

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

05/05/1978 *Ottawa Citizen**Alexandria**Ottawa New*

## LeaKing diesel oil still fouls Rideau

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

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

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

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

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

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

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

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

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

## Lowertown to Casselman

## 500 children on train trip

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

After a visit with children attending a similar summer program in the town, the Ottawa children climbed back on board for the trip home.

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

## Sunday October 8

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



Uncontrolled crossing blamed

Two die in car-train crash

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Train kills woman

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

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

Train crash victim identified

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

29/12/1978 *Ottawa Citizen**Alexandria**Michael Street*

Traun drags car 65 metres, kills Rockcliffe man

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

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

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

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

16/01/1979 *Ottawa Citizen**Alexandria**Moose Creek*

Two men in van killed in collision with train

MOOSE CREEK (Staff) Two men were killed Monday afternoon when their van crashed with a freight train on Highway 138 about three kilometres south of here.

Wilbur Argyle, 54, of Morrisburg, the driver, and his passenger Dennis Mortimer, 29, of Calgary died instantly in the crash.

The accident occurred at 12.25 p.m. and the van was thrown some 25 metres into a sideroad ditch by the impact. The van was demolished.

The train, a CNR freight, was eastbound for Montreal and was not seriously damaged.

Investigating Ontario Provincial Police officer Charlie McDonald of Long Sault detachment said the van was heading south along Highway 138.

The red railway warning flashers were activated, he reported. The investigation is continuing and no decision has yet been made whether to hold a coroner's inquest.

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.

Ottawa Citizen same date.

Train demolishes stolen car left abandoned on crossing

An Ottawa-bound VIA passenger train was delayed more than six hours early Sunday after it slammed into a stolen car abandoned on the tracks at Regional Road 31 near Carlsbad Springs.

None of the estimated 100 passengers aboard the train were injured. CN officials speculated the thieves of the late-model Gremlin either walked away from the car after it stalled on the track, or deliberately parked it there.

The accident, involving train number 139 from Montreal, occurred just after 1 a.m.

Rockland OPP reported the car had been stolen only hours earlier from Marilyn Laplante of RR1, Sarsfield. The car, struck at the left front fender, was reduced to a twisted mass of steel and upholstery, with the steering wheel virtually driven into the right-hand corner of the rear seat. It was dragged nearly a kilometre down the track before the train was able to stop.

The train, which received slight front-end damage, was due at Ottawa station at 1:20 a.m. but didn't arrive until 7:35 a.m. Passengers whiled away the time by sleeping, playing cards or drinking coffee.

J. P. Paquette, 22, of Aylmer, sitting in the second passenger car behind the engine, said he heard a loud "thump" and realized the train was dragging whatever it had struck.

"I felt quite a few bumps it was as if the whole car was jumping up and down a bit."

Police are continuing their search for the driver.

24/09/1979 *Ottawa Citizen*

*Alexandria*

*Alexandria*

Alexandria man killed, hit by train

An Alexandria man died Saturday when he lost a race with a freight train at a level crossing at which warning lights and bells were working.

Police say Gary Major, 29, of 271 Main St., was killed instantly when struck by a train about 70 metres from his home shortly before 9 p.m. Saturday.

Major was going home after visiting a friend when he was seen running towards the tracks. Alexandria police said it looked as if he was trying to beat the train rather than wait for it to pass.

The accident delayed the train, castbound for Montreal, for more than an hour although the tracks were cleared within 15 minutes. Police said lights and bells were on when the accident occurred.

24/09/1979 *Ottawa Journal*

*Alexandria*

*Alexandria*

Decapitation of man one of 3 area deaths

The Saturday night death of a 29-year old man decapitated by a Canadian National Railways freight train in Alexandria is one of three fatalities discovered on the weekend by Ottawa area police.

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Alexandria municipal police said Garry Major was hit by a Montreal-bound CNR train at a level railroad crossing at 8:50 p.m.

The train was going about about 100 kilometres an hour.

The conductor of the train, whose name was withheld, told police Major tried to race across the tracks before the train reached the intersection with Main Street. Major fell partly beneath the wheels and was killed.

Signal lights and a bell where Main Street crosses the railway tracks in this community of 3,600 were operating, Constable Robert Latreille said.

"He just ran across the path of the train, thinking he could make it," Latreille said.

Major had apparently spent the evening butchering hogs for a farmer outside of Alexandria, according to a local store owner, and was returning to his parents' home where he lived. He was not married and was unemployed at the time of the accident.

Latreille said trains normally pass through his community at 100 kmh and added that the intersection was the scene of a fatality in 1973. An area man whose truck stalled was killed.

26/11/1979 *Ottawa Citizen*

*Alexandria*

*Alexandria*

Man lying on rail bed passed over by train

By Diana Batt Citizen staff writer An Alexandria man barely escaped death early Saturday when a CN freight train rumbled over him near Alexandria station.

Renald McGillis, 20, of St. Paul St., was lying face down between the tracks about 3:30 a.m. when the train, pulling away from a siding, ran over him.

He didn't get so much as a scratch.

"I guess I was lucky," McGillis said. "I don't really know what happened. I heard the roar of the train, but that's about all I remember."

Lancaster OPP said McGillis had run his car into a ditch shortly before. He wasn't injured in the accident.

They believe he tripped over the rail ties and fell as he was walking near the tracks.

Mark Merriman, the train's engineer, said he saw an object between the ties but was not concerned until he was almost on top of it.

"I was just coming out of the siding and noticed a brown shape in between the tracks," Merriman said. "I thought it was a piece of paper until we got close."

"When I noticed it was a person we immediately put the brakes on."

Five cars had rolled over the man by the time the train came to a halt. Merriman and two other CN crewmen went back and saw the man was alive.

They returned to the front of the train to radio for assistance and then went back to help McGillis.

When they got back to where he had been lying, he was gone.

McGillis was located by police sleeping nearby.

"He's lucky, he was lying so straight and flat on the tracks,"

Merriman said.- McGillis refused to discuss details of the incident

Huge oil slick floating on Rideau River

An unknown quantity of diesel fuel oil has leaked into the Rideau River, forming a slick from about Lees Avenue to the Ottawa River, a city official says.

"I can see the diesel fuel floating right down to the Ottawa River," said "Edgar Blondin, an inspector with the city's physical environment department.

"There is no danger, but people see it and smell it" he said, following an inspection last evening.

The leak is apparently the result of a break in a line at an underground storage tank on Canadian National Railways property near the train station, which occurred last Sunday.

While CN officials have been working on the broken line since last Sunday, an unknown quantity of oil seeped through the ground into the Rideau. Blondin said he could not confirm that it came from the CN break.

While an unknown quantity of the fuel oil seeped into the Rideau through the earth, some of the liquid leaked into the river from a storm sewer outlet near Lees Avenue, Blondin said.

"This is really a scandal" said. Ghislain Labelle, of Stewart Street, who telephoned police, fire and city officials, when she became aware of the slick last evening.

She said she was asked to call Environment Canada, "but they'd all gone for the long weekend."

"The smell from the river is unbelievable," she said.

Meanwhile, Blondin said the storm sewers had not been damaged, adding: "New booms have been put in at the outlet"

"This has happened a couple of times before," the physical environment official added.

"The sewers will have to be flushed out," he added

20/05/1980 *Ottawa Citizen*

*Alexandria*

*Ottawa New*

Diesel fuel dissipated

The remains of diesel fuel that leaked from a faulty pipe into the Rideau River Friday have gone to Quebec City by now" and the water presents no danger to local residents, a CN spokesman said Sunday.

About 800 gallons of the fuel, used to power CN trains at the Alta Vista station, drained from the pipe May 9 and soaked into the earth, said the spokesman.

The topsoil surrounding the pipe was dug up and carted away but much remained trapped in a sewer all last week, he said.

Filling the Rideau Canal on Thursday caused the water level to fall and forced the fuel into the river at the Point Hurdman Bridge near the Alta Vista exit of the Queensway. By Friday evening, a heavy smell of gasoline filled the air.

Environment Canada, the Ontario Ministry of the Environment and the City of Ottawa's department of physical environment were notified when the leak first occurred and officials have been busy ever since, he said.

Most of the fuel was pumped from the river during the weekend or soaked up by an absorbent substance placed at the mouth of the sewer and changed twice a day. The pipe insulation was also repaired.

18/06/1980 *Ottawa Citizen*

*Alexandria*

*Alexandria*

New train totals truck while on raining run

Via Rail's new futuristic train collided with a tractor-trailer during a test run through Alexandria Tuesday, sending a St. Mary's man to hospital. Alexandria police said.

William John Brown, 35, is in hospital with minor injuries after the collision at a railway crossing on Highway 34 in Alexandria.

The LRC (Light, Rapid, Comfortable) train is being tested throughout Ontario and Quebec by Via Rail for high-speed passenger service.

Police chief Sylvio Cleroux said a freight train was stopped near the crossing, giving the LRC the right of way. The warning lights were flashing when the tractor-trailer crossed the tracks and was struck by the experimental train.

"Cleroux said the five-car train carrying 18 Via Rail and Amtrak staff members was probably travelling about 60 to 70 m.p.h. run [sic]. None of the staff members were injured.

Police said the tracks were closed for two hours before a diesel from Ottawa arrived to tow the damaged train back to Montreal.

The \$80,000 truck was a write-off.

The train was making a test run from Montreal to Ottawa.

Police said a car stopped on the other side of the tracks at the time of the collision sustained \$500 damage from flying debris, and three cars in a parking lot nearby sustained \$1,500 damage.

Train making final run smashes truck to pieces

By Brian Filion

A thundering tremor accompanied by a mushroom of dust brought the northern sector of Alexandria to life just before the noon hour on Tuesday. When the dust had settled a tractor trailer had been sawed in half by a high speed passenger train heading west on the C.N. tracks.

People were awed by the accident scenario. What could have been a derailment resulting in numerous fatalities was simply a smattering of the truck over a 1,000-foot radius. No one was seriously injured.

Within 10 minutes after the collision, William John Brown, 35, of St. Marys, Ontario, operator of the unit, was being removed from his capsized cab which had spun 180 degrees when it jackknifed, then overturned.

He was promptly transported to Glengarry Memorial Hospital for treatment of a fractured left foot and will be kept under observation there, a hospital spokesman reported.

Two engineers in the front-running locomotive were shaken up but not hospitalized.

Damage to the tractor trailer was estimated at \$80,000 by the Alexandria Police Department while damage to the train could not be assessed at the scene. A diesel locomotive from Ottawa towed the train into Montreal on Tuesday afternoon.

Two empty flat-bed trailers owned by A. Gledhill and Son Inc. were northbound, heading to their Hawkesbury terminal, when the accident occurred.

The second truck was only half way across when the train struck him just behind the cab near the back axle, a first-hand observer who wished not to be identified only as Bob, reported.

Mike Bellefeuille, an employee at nearby RVA Steelworks Ltd., heard the collision and looked up only to see a cloud of dust.

Alexandria Police Chief Sylvio Cleroux said that from his investigation it appears the trucks may have gone through the railway crossing lights.

A half-ton truck driven by Bernard Oullette of 48 Route 201 St. Louis de Gonzague was parked on the north side of the tracks when the collision took place and flying debris smashed the left front end of his truck.

The streamline five-car train manufactured by Bombardier Inc. was on a test run from Montreal to Ottawa before being sold to a United States rail company, Amtrak.

Dominique April, a Bombardier test crew member said the newly designed passenger model was capable of speeds exceeding 120 miles per hour. He estimated the speed at the time of collision at 80 m.p.h.

The train was on its last trial run on this route before delivery to the buyer at the end of the week, one crew member lamented.

17/10/1980 *Ottawa Citizen*

Alexandria

Moose Creek

Van collides with train; man killed

A Nepean man was killed and three other men seriously injured Thursday when a small van collided with a passenger train at a level crossing near Moose Creek, 65 kilometres southeast of Ottawa.

Donald Empey, 22, of Cheryl Road, died when he was thrown out and pinned under the van he was driving after it collided with Canadian National's Ottawa-Montreal train about 2:25 p.m.

Provincial police in Long Sault said the driver attempted to stop, but the van skidded on the gravel road into the path of the locomotive. Employed by Kirby Vacuum Cleaners Co., in Ottawa, the four men were on the way to Monkland to pick up three other salesmen who had been canvassing in small communities in the area.

Provincial police said the three passengers were also thrown from the vehicle after the collision. The train was travelling about 128 kmh.

One of the three passengers, Mark Mantell, 18, of Newbury Ave., Nepean, is listed in critical condition at the Ottawa Civic Hospital.

Also at the Civic is Danny O'Brien, 20, of Campbell's Bay, Que. He is listed in fair condition. Listed in fair condition at the Ottawa General is Garry Masson, 22, of Emperor Ave., Ottawa.

Empey died at the scene of the mishap.

While there are no signals at the 8th Concession Road crossing where the accident occurred, police said trains are visible from a fair distance. None of the passengers on the train were hurt and the train continued to Montreal after police questioned the train's engineer.

Driver unhurt in car-train crash

Tony Cappallazzi was hit by a train Tuesday, dragged 12 metres in his car along the tracks and felt "like the Pope was going to be blessing him" today.

But he suffered nary a scratch.

The 31-year-old bachelor crawled from his demolished station wagon seconds after the 4 p.m. crash that spun his car upside down into a water-filled ditch.

Cappallazzi, a Goulburn Avenue resident, said he couldn't hear the bells signalling the approach of the west-bound passenger train because his car windows were closed.

Cappallazzi said he brought his car to a stop after seeing the flashing red lights at the level crossing on Michael Street just east of St. Laurent Boulevard. There are no barriers at the crossing.

It was only then he realized he had stopped too close to the tracks.

"I looked up and saw this great big monster of steel moving towards me. It hit the right front fender, spinning the car around before striking the rear left fender," he said.

"The next thing I realized I was upside down with water coming in through a broken window and the smell of gasoline all around me.

"Let me tell you, it feels like the Pope is going to be blessing you the next day."

The VIA Rail passenger train from Montreal had already started to slow down as it approached the Ottawa station. VIA spokesman Daniel Rosseel said it was travelling at a speed less than 55 kilometres per hour.

The crossing is in the middle of a light industrial area and according to Ottawa police, that is likely the reason there are no barriers.

Although it was the second accident in two years at the crossing, neither the city or Canadian Transport Commission has had requests for the erection of barricades.

A 61-year-old Rockcliffe man was killed at the crossing in 1978 when his car was struck by a Canadian National train.

Requests for barricades or gates at level crossings usually come from the municipality. The CTC makes the final decision on adding barriers after meetings with representatives from the city and railway officials.

Ferguson said the only damage to the train, which was delayed for 20 minutes because of the Crash, was a broken speedometer cable valued at about \$100.

22/01/1981 *Ottawa Citizen**Alexandria**Moose Creek*

Sun, snow blinds driver

An Ottawa woman was killed and her husband critically injured when their car smashed into a passenger train at a level crossing near Moose Creek, about 60 kilometres east of Ottawa.

Evelyn Sproule, 55, of Foley Avenue, died instantly in the accident when her husband Thomas, 58, was apparently blinded by the sun and failed to see the approaching VIA Rail Rapido train as it sped through the crossing on Hwy. 138, about four kilometres south of Moose Creek.

The signal lights were working at the time of the 11:25 a.m. accident. The crossing doesn't have a barrier gate.

Thomas Sproule is in a coma at the Ottawa General Hospital and is listed in critical condition.

Relatives said the Sproules were heading to Cornwall to visit the Mrs. Sproule's brother.

The collision derailed the first coach of the Ottawa-Montreal Rapido, but none of the 34 passengers was injured. The passengers were later bused to Montreal.

Four other trains were rerouted onto Canadian Pacific tracks during the six hours it took to repair the damage to the train.

Stanley Sproule, of Vankleek Hill, said his brother, a steam engineer with the city of Ottawa, and his sister-in-law had moved to Ottawa from Cornwall about 15 years ago.

He said his brother's condition "is touch and go."

Police said because of the sun and snowbanks, the driver hadn't seen the train until too late.

This was the third fatality during the last two years at the railway crossing located about 30 kilometers north of Cornwall.

The car, dragged several meters along the track bed, was demolished.

24/01/1981 *Ottawa Citizen**Alexandria**Moose Creek*

Car-train crash sparks inquest

An inquest will be held into Wednesday's train-car collision in Roxboro Township which killed an Ottawa woman and critically injured her husband.

The inquest will not likely be held before June, said Dr. James Lewin of Cornwall. It will likely be held in Cornwall.

Evelyn Sproule, 55, of Foley Avenue, died in the accident. Her husband, Thomas Sproule, 58, remained in critical condition at Ottawa General Hospital Friday.

12/06/1981 *Ottawa Citizen**Alexandria**Moose Creek*

Coroner's jury wants barrier

CORNWALL A barrier should be installed at a railway crossing on Hwy. 138 where an Ottawa couple was killed in a car-train crash last January, a coroner's jury recommended Thursday.

Moreover, the five-member jury urged that the speed limit be reduced and passing disallowed at the approaches to the railway crossing, just south of Moose Creek.

The jury made the recommendations after ruling that the deaths of Thomas and Evelyn Sproule of 1086 Foley Ave. were accidental.

Coroner Dr. James Lewin said he will forward the recommendations to Ontario's chief coroner, Dr. H.B. Cotnam.

Thomas, 57, the driver of the car, died seven days after the accident from injuries sustained in the crash. His wife died instantly.

The accident, the second double-fatality at the crossing in less than two years, occurred about 11.25 a.m. when the Sproule car smacked into the side of the east-bound VIA passenger train.

"Apparently in both cases the drivers of the vehicles didn't see the trains," Crown attorney Don Johnston told the inquest.

OPP Constable Charles McDonald said the two accidents were almost identical. In the first accident, on Jan. 15, 1979, two Alberta residents died when their van hit the side of an eastbound freight train.

The inquest was told the Sproules were not speeding, but the brake lights of their car didn't go on until they were "right on top" of the train.

Duane Fusee, of Moose Creek, testified that the Sproule car passed his fuel truck a short distance before the railway crossing.

He saw the train coming, but thought the Sproules did not because "they didn't slow down ... I was watching for his brake lights. About one second before impact, he (Sproule) braked."

VIA Rail Engineer Hartland Mulcahy, of Orleans, said he gave the proper warning on the whistle as the train approached the crossing, and rang the locomotive's warning bell.

21/08/1981 *Ottawa Citizen**Alexandria**Ottawa New*

Come see the LRC train. Take a preview tour of it at Ottawa Station, Saturday August 22nd and Sunday August 23rd, from 10:00 AM. to 6:00 P.M.

## LRC train impresses crowd

VIA Rail's newest attraction made its debut before a full house this weekend at the Ottawa Station, playing to generally good reviews.

The LRC train - short for light, rapid and comfortable - can maintain speeds of up to 200 kilometres an hour on existing track and was on display to the public for the first time this weekend.

More than 8,000 train buffs and other curious spectators turned out for a peck at what VIA bills as the "train of the future."

"It looks rather pleasant, like air transport brought down to earth," said Keith Grimwood, an Ottawa chemical engineer, as he inspected the interior of the passenger cab. "But I guess a ride would be the final answer."

VIA is expected to introduce regular LRC train service between Toronto and Montreal this fall. The made-in-Canada train is already in use in the U.S. by Amtrak on one of its intercity routes.

"I like the idea of serving you the meals right at your seats," said Gerry Gimmill. "It looks a lot better than some of the ones I've been on."

Jim Gauvreau, a self-confessed train buff, has been trying to take pictures of the LRC for a long time. Saturday he finally got his chance.

"It's been pretty hard to catch up to now. It's how soon they can get it running on the rails with passenger service and get rid of some of the older equipment."

For lanky Doug Mossop, it was the train's leg room that caught his eye.

"I'm impressed because it's designed like the interior of an aircraft," said the Canada Post employee. "The seats are a new design and feel more spacious for people like me. I'm surprised. I didn't think it would be so well designed for people."

"It seems very well air-conditioned, provided it's equally as well heated."

"Besides, I'm a bit of a nationalist. Anything that's new and good and Canadian I'm for."

But not everyone was impressed with the merchandise on display. Charles Lapkoff, a lab scientist, made the sightseeing tour with wife Ruth and children Dani and Ayli because "we saw the ad in the paper and thought we'd take the kids for a look."

"It looks pretty good if it works," said Lapkoff. "It must have cost a fortune to develop it. I wonder how many years it'll take to make it pay."

"It's a good concept, but when I get to Montreal going that fast I'll believe it. The train may be able to go 200 kmh, but I'd like to see it in use."

But, he conceded, "even though I have my doubts I'll probably try it when it comes out."

The Lapkoffs admit they are somewhat biased against new trains.

"I've been on the Turbo three times and twice it's broken down," said Lapkoff.

18/12/1981

Ottawa Citizen

Alexandria

## Man dies in truck-train accident

An Ottawa man was killed early Thursday when his pickup truck collided with a train as he drove across a level crossing in Gloucester.

Police said Hubert Joannisse, 31, of Prince Albert Street died instantly in the 5 a.m. crash when his westbound truck struck a 60-car Canadian National freight train travelling at about 100 kilometres an hour.

Police say the train's whistle sounded before impact.

The accident is under investigation.

20/10/1982

Ottawa Citizen

Alexandria

## Man dies under train

A man in his mid-20s was killed by a westbound passenger train near St. Laurent Boulevard Tuesday night.

Police said today they believe the death was a suicide.

The man was hit about 7:35 p.m. on a stretch of track west of St. Laurent Boulevard just south of the Queensway.

The train, coming from Montreal, was halted for about 45 minutes and the track closed to rail traffic. for several hours after the incident.

30/11/1982

Ottawa Citizen

Alexandria

## Santa riding Y's train

Santa Claus and four clowns will ride the rails with area children on Saturday when a YM-YWCA train tour leaves Ottawa Station for Montreal.

YMCA spokesman Evan Frank said children and their parents are invited to join Santa and the clowns for the shopping tour to Montreal. Space will be available on two cars which will leave Ottawa at 7:30 a.m. and return from Montreal at 5:30 p.m.

Via Rail's mascot, Tchou Tchou will greet the children when they arrive in Montreal.

Tickets cost \$19 for adults, \$9 for children five to 11 and \$1 for children under five. Frank said the Via tickets are available at the YMCA on Argyle Avenue or at Algonquin Travel on 90 Sparks St.

23/04/1984

Ottawa Citizen

Alexandria

## Miracle saves motorist in Car-train collision

John Picard's Easter miracle was a simple walk away from a car-train collision that left his vehicle a twisted mess Sunday.

Picard was returning home from dropping his mother off after a family dinner when his car was broadsided by a Montreal-bound passenger train at a rural crossing in Cumberland Township.

"The only thing I remember is that I was on the tracks and I saw this big thing coming at me," Picard said of the 5:20 p.m. accident.

"There was no engine noise, or whistle or anything."

The 39-year-old civilian employee of CFB Uplands suffered a broken hand, sore ribs and bruises and said Sunday night he had "a shiner and quite a headache."

"But I walked away from it."

"It was Easter Sunday and I can thank God, He saved my life."

Picard blacked out when his car was struck. The OPP officer investigating the accident said the car was flipped and dragged 36 metres down the tracks.

"There's not much left of the vehicle," said Rockland OPP Const. Mike Brehmer. "The driver's compartment is the only thing left intact."

Embrum Fire Chief Maurice Gregoire was called to the accident scene and said it was "a miracle" Picard lived.

"The licence plate was 100 feet away from the bumper."

Picard, who lives outside Casselman with his wife and sons aged eight and six, was taken to hospital in Ottawa, but released Sunday night.

The train had minor damage and CN Police and the OPP are investigating the accident.

The level crossing, on Dunning Road in Cumberland Township, is marked by a sign, but has no signal light.

24/11/1984

Ottawa Citizen

Alexandria

## Santa Claus Express set for shopping in Montreal

The Santa Claus Express is set to roll again next month.

Algonquin Travel, in co-operation with VIA Rail, is organizing a special Christmas train with Santa Claus on board Saturday, Dec. 8 and Saturday, Dec. 15 for a day's shopping in Montreal.

Children will be able to speak to Santa and there will be Christmas sing-alongs, candy canes and small gifts for all the kids. The train leaves the Ottawa station at 7:15 a.m. and passengers can return anytime that day.

Tickets for the Express are \$22 return for adults, \$11 for children 5 to 11 and \$2 for children under five years of age.

**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.

**21/03/1985**

**Ottawa Citizen**

**Alexandria**

**Alexandria**

Alexandria man killed by train

ALEXANDRIA (STAFF) - A 75-year-old local man died instantly Tuesday when he was hit by a train while crossing the tracks on foot here.

Alexandria OPP said Louis Carriere was crossing the tracks opposite the Alexandria train station at about 7 p.m.

A retired bus driver, Carriere was hit by a westbound train not scheduled to stop in Alexandria.

Carriere lived alone near the train station in this town, which is about 85 kilometres east of Ottawa.

**10/04/1985**

**Ottawa Citizen**

**Alexandria**

**Moose Creek**

Car-train crash kills woman

An Ottawa-area woman was killed instantly Tuesday afternoon when her car was struck by a Montreal-to-Ottawa VIA passenger train at a level crossing near her home on the outskirts of Moose Creek, near Casselman.

Sharon Rombough, 37, was crossing the CN tracks as the two-car train, with 90 passengers, came by at 4:10 p.m. None of the train passengers was injured. The train was delayed two hours.

Provincial police at Long Sault said that just before the collision, Rombough was driving east along a sideroad that runs parallel to the tracks.

When she came to an intersecting road, she made a left turn and drove across the tracks into the train's path. The crossing's flashing warning lights were working and police say it's a mystery why Rombough continued across the tracks, especially since she could have seen the approaching westbound train while driving east along the side-road. They said the afternoon sun would not have been in her eyes.

Rombough was going to pick up her 4½-year-old daughter from the babysitter when the accident happened, said her husband Earl Rombough, 34. He said at first he feared both his wife and only daughter were in the car when he was told of the accident by a friend.

"I didn't know if she had picked up our daughter yet. I thought I lost them both." Rombough said the train engineer told police his wife appeared to have stopped at the crossing, which is less than a kilometre north of the couple's home, and then proceeded again slowly across the tracks.

"I don't know why she didn't see the (warning) lights."

**28/10/1985**

**Ottawa Citizen**

**Alexandria**

Motorist killed in train collision

A 17-year-old Cumberland youth died in one of two weekend highway accidents involving VIA Rail passenger trains in the Ottawa area.

Pierre D'Aoust, 17, of Sarsfield, a village east of Ottawa, was driving south on Dunning Road near Vars Saturday about 7:30 a.m. after being called unexpect- eaiy to wo;k !when his car col-lided with an eastbound VIA Rail train.

In the other accident, on the outskirts of Ottawa, a pickup truck carrying three people was pushed 80 metres along the tracks by a train. No one was seriously hurt

None of the train ; passengers was hurt.

In the first accident, the Montreal-Ottawa train was delayed one hour 15 minutes and in the second, the Ottawa-Montreal train was held up for one hour five minutes.

The Canadian National crossing near Vars is not equipped with signals, but has a railroad crossing sign.

D'Aoust, who worked full-time at a local insulation company, had been called at home Saturday and asked to fill in at the last moment for another worker who was ill.

Provincial police in Rockland said the train's engineers spotted D'Aoust's car approaching the crossing at a high speed. They sounded the train's horn and when they realized the car wasn't going to stop, applied the emergency brakes to slow the locomotive, which was travelling at 130 kilometres, the train's normal speed.

"We all drive over those tracks countless times day and night," said D'Aoust's grandfather, George Chartrand.

D'Aoust's funeral is 11 a.m. Tuesday at St-Hugues Church in Sarsfield.

The second accident occurred about 2 p.m. Saturday near of Belfast Road and Michael Street when a pickup truck smashed into the train.

Police said the crossing is equipped with a flashing signal, but they are not certain why the truck drove into the train's path.

Ottawa police Sgt. Mike Paquette said one passenger in the truck had a broken collar bone.

"They're lucky the train was going only 20 kilometres per hour. It could have been a lot worse."

**01/11/1985**

**Ottawa Citizen**

**Alexandria**

Dunning Road crossing signals now top priority for CN

Canadian National Railways is giving top-priority treatment to a request for flashing lights and bells at a level crossing near Vars where a teenager was killed on the weekend, a CN official said Thursday.

John Brayne, regional engineer for the railway's technical services branch, said that after a CN meeting Thursday, the railway had established the Dunning Road automatic signals as its top priority because of the accident and the publicity surrounding it

He said the signals could be installed by spring.

There is now only a wooden X-shaped sign at the crossing saying "railway crossing."

Pierre D'Aoust, 17, of Sarsfield, was killed Saturday when his car was hit at the crossing by an eastbound VIA Rail train.

The Canadian Transport Commission recommended automatic signals for the crossing in a letter to CN and Cumberland Township Council a year ago. When the commission didn't hear from the railway, it followed up the original letter with four reminders this year.

CN didn't reply to either the letter or the reminders.

Brayne said no action was taken because other priorities arose for his office.

He added that even if his office had responded to the CTC's letters, the signals probably would not have been in place by the weekend

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.

13/12/1985 *Ottawa Citizen**Alexandria**Glen Robertson*

Motorist killed in collision with VIA Train

A woman was killed Thursday night when she drove around a car stopped at a rail crossing and smashed into a Montreal-bound VIA passenger train in Glen Robertson, 100 km east of Ottawa.

Monique Bertrand, 40, of RR 1 Dunvegan, was killed instantly in the 9:10 p.m. collision at the level crossing on a back street in the small town of 600.

Provincial police in Long Sault said the woman was alone in her car when she disregarded the flashing signal lights at the crossing.

None of the 40 passengers on the train was injured, said a VIA spokesman from Montreal.

The passengers were bused the remaining 100 kilometres to Montreal.

The VIA spokesman said that because the main railway line was blocked, passengers on a Ottawa-bound train were transferred to buses at the Coteau station just west of Montreal.

Police said it took until 12:30 a.m. this morning to clear the mangled car from beneath the train.

A motorist who arrived at the scene moments after the crash said debris from the car was spread over a kilometre.

Louis Lamoureux, of Hawkesbury, said he was heading to Glen Robertson to visit a friend when he saw a large flash in the sky.

"There was nothing left of the car."

The fatal car-train accident is the third this year and second in seven weeks along the Ottawa-Montreal line. There were also two other deaths involving elderly pedestrians struck by trains.

The most recent of the fatalities occurred Oct. 26 when Pierre D'Aoust, 17, of Cumberland, was killed in a collision with a Montreal-bound VIA passenger train at a level crossing near Vars, which was not equipped with flashing signals.

In April, Sharon Rombough, 37, of Moose Creek, was killed when her car was struck, by a Montreal-bound VIA train at a crossing equipped with warning lights near her home.

03/03/1986 *Ottawa Citizen**Alexandria**Casselman*

In another accident involving a train on the weekend, a pickup truck was scraped by a westbound VIA train in Casselman. The driver drove off without waiting for police.

A VIA spokesman said crew members saw the truck as the train struck its rear bumper.

The train, which was bound for Ottawa from Montreal, stopped and returned to the scene of the accident to find that the vehicle had disappeared.

"It looks like a driver went against a flashing red light and just got his rear end wiped out," said Casselman OPP Const. Langis Lebel.

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.

06/09/1986 *Ottawa Citizen**Alexandria*

VIA offers rail mystery

VIA Rail is staging its first Murder Mystery Train package Sept. 13 and 14 aboard a special car on the Ottawa-Montreal run.

In the past, other companies have rented VIA cars to conduct murder mysteries, but this is the first time VIA is running the show, said VIA official Pierre Santoni.

Local actors will play roles in the participatory drama, starting when the train pulls out of Ottawa station Saturday at 9:50 a.m. Lunch is served on the train before it arrives in Montreal.

Participants will stay at the Europa Hotel on Drummond Street in downtown Montreal where they also dine Saturday night and breakfast the following morning.

The train leaves Montreal Sunday at 1:50 p.m. Lunch is included on the return trip.

Cost is \$179 per person and includes rail ticket, one night's hotel accommodation, breakfast, two lunches and dinner.

Santoni said the package will appeal to mystery buffs and to those interested in having fun aboard the train.

"So far we've got a lot of older, married couples going on the trip," said Santoni.

The trip is limited to 35 people but a second car may be added if the response warrants it, he said.

21/11/1987 *Ottawa Citizen**Alexandria*

Kids invited to ride the rails with Max and Santa

Santa Claus is going to town Montreal that is.

VIA Rail's eighth annual Santa Claus Train leaves from Ottawa Dec. 13. Four cars are set aside on the regular Ottawa-to-Montreal train to accommodate the 350 or more children and adults expected to join Santa on the train.

A light lunch for children and adults will be provided at Montreal's Le Grand Hotel on University Street. A giant screen set up in the hotel ballroom will show movies.

The train leaves the Ottawa station at 9:15 a.m. and arrives in Montreal at 11:43 p.m.[sic]

Departure from Montreal is 3:35 p.m. and the train arrives back in Ottawa at 5:50 p.m. CJOH's Max Keeping will be guest conductor.

Cost is \$34 for adults, \$19 for children two to 11 years old and children under two are free.



The steam scene

Changes in the operations of "Old No. 1201" seem to be causing confusion. Many still refer to it as "the Wakefield train," although it never goes there anymore. Because it's owned and maintained by the Museum of Science and Technology, many steam buffs look to there for a ride on a steam train. But there are no tickets there.

The next steam excursion is set for July 30 Ottawa to Maxville to Hawkesbury and return by the same route. For \$50, you get the full round trip. For \$35, you can stop off in Maxville and take in some of the annual Highland Games.

The excursions are organized by the Bytown Railway Society. Tickets are available through the society, only by mail. Write the society at Box 141, Station A, Ottawa, K1N 8V1

12/07/1988 *Ottawa Citizen**Alexandria**Moose Creek*

MOOSE CREEK Man dies after being hit by train A 79-year-old Moose Creek man died after being bit by a train: Monday afternoon. Police believe that Albert Houle, who suffered; from severe hearing loss, didn't hear the train coming. Although there are no barriers along the tracks, about 25 km north of Corn-: wall, there are warning lights and bells. The. tracks are just down: the street from the retirement home at 250 Labrosse St where; Houle lived.

19/11/1988 *Ottawa Citizen**Alexandria*

Santa Claus train ready to roll

You'd better watch out, you'd better act fast, the Santa Claus Express Train is coming to town - and it will probably be a sellout.

The seventh annual Santa Claus train, organized by VIA Rail, departs from Ottawa station Saturday, Dec. 3 at 9:10 a.m. for a leisurely day-long return journey to Montreal. Santa will be the star attraction of course, but there will be treats, clowns and balloons along the way and maybe some singing of favorite Christmas carols.

This year, like past excursions, the Santa Claus Train is expected to be sold out, say organizers. Six cars have been reserved to accommodate just over 400 passengers and organizers urge people to book as early as possible. The Boys and Girls Club of Ottawa-Carleton was given 12 passes to be distributed to local needy children.

The cost of the package is \$35 per adult and \$20 for children two to 11 years old. Children under two are free. Price includes return rail transportation, a light snack on both legs of the trip, treats, entertainment and admission to a big craft show at Place Bonaventure in Montreal.

The train leaves Montreal at 4 p.m. and is expected back at the Ottawa station about 6:20 p.m.

15/07/1989 *Ottawa Citizen**Alexandria*

Train trips a blast (of steam) from the past

Steam locomotive No. 1201 will haul six vintage passenger cars this year on nostalgic rides through eastern Ontario.

The Bytown Railway Society Inc. is planning two day-long excursions. The first, on Aug. 5, will take passengers to Maxville for the Glengarry Highland Games and then on to Hawkesbury, returning to Ottawa that evening.

The second trip, on Oct. 1, is timed to allow for viewing of fall colors on the trees lining CN's mainline to Pembroke.

Both excursions begin and end at the National Museum of Science and Technology on St. Laurent Boulevard.

"One of the things is to show the young generation what train rides are all about," said Leslie Goodwin, the society's director.

It is the second year the volunteer, non-profit organization will offer the trips. Last year, more than 700 people boarded the trains.

Each passenger car will carry about 70 people for a total of 400 on each excursion.

Goodwin said the society has just bought two old commuter cars from Canadian National for 115,000. They hope to have at least one of them ready for the excursions. The oldest is a Canadian Northern car from 1919.

Each round trip will cost \$55 per person. Cheaper rates are available for those not wanting to ride the entire circuit.

Anyone interested can either send cheque or money order to Bytown Railway Society Inc., P.O. Box 141 Station A, Ottawa, Ont. K1N 8V1, or call the museum at 991-9044.

24/07/1989 *Ottawa Citizen**Alexandria**Carlsbad Springs*

An off-duty Gloucester firefighter was killed Sunday afternoon when his pickup truck was hit by a train near Carlsbad Springs. It was one of eight weekend fatalities in the area.

Larry Cashman, 31, of Carlsbad Springs, was taking a day off, said Marcel Budd, his platoon chief and friend.

Cashman, who was married with two young sons, had been with the Gloucester department for about three years, said Budd.

"It's pretty quiet around here today. He was well-liked by everybody. He was a good natured lad."

Cashman was southbound on Sand Road, three kilometres east of Carlsbad Springs, when his vehicle was struck by a VIA Rail passenger train, said Rockland OPP Sgt. Garry Latendresse.

Cashman, who was visiting friends in the area, was alone in the truck, said Latendresse.

There are no warning lights or gates at the level crossing, said Latendresse. It is marked by two signs.

## ACCIDENT INVESTIGATED

Firefighter's death prompts review of railway crossings.

Police and National Transportation Agency officials are investigating the safety of a railway crossing where an off-duty Gloucester firefighter was killed.

Larry Cashman, 31, of Carlsbad Springs, died Sunday when his pick-up truck was hit by a VIA Rail passenger train heading west across Sand Road in Cumberland Township, about three kilometres east of his home.

Cashman is one of 10 people who have been killed in Ontario in railway-crossing accidents since July 12.

"He slowed down and applied the breaks and skidded . . . onto the railway tracks," said Const. Craig McCormick, of Ontario Provincial Police in Rockland..

"At that point, he had no time. He was struck by the VIA Rail passenger train. It hit the driver's side."

An autopsy performed Monday found Cashman died instantly.

National Transportation Agency officials must now decide whether to make recommendations to Transport Canada about the safety of the crossing. Although the train involved in Sunday's accident belongs to VIA, and CN is responsible for maintaining the tracks, Transport Canada is responsible for determining the safety features installed at crossings.

"(The Sand Road crossing) is called an unprotected cross road," said agency spokesman Pascal Barrette. "That means there are no red lights flashing or bells."

Crossings like the one at Sand Road are usually identified only by signs because they are not used frequently, said Colin Churcher, director-general of Transport's Canada railway safety branch.

Because installing bells and lights at a rail crossing costs about \$100,000, not every crossing in Canada is so equipped. Sometimes investigations find that trees need to be cut or rocks blasted to increase visibility.

"We like to get there before an accident happens," said Churcher.

"But frankly, one of the problems we face is that people tend to risk it (beating the train)."

National Transportation Agency officials say they haven't found anything to which to link the sudden rash of fatal railway-crossing accidents.

"Part of our job is to determine if this is truly random or if there is a link," said Garry McLaughlin, director of investigations. "To date I haven't found a link."

McLaughlin says crossing accidents in Ontario are actually lower this year than in the previous five years. However, fatalities are up because accidents have tended to involve more people at one time.

Across Canada in 1980 there were 826 railway-crossing accidents, involving 83 fatalities and, in 1988, 502 accidents, involving 58 fatalities.

In Ontario, there were 103 crossing accidents between Jan. 1 and July 21, 1985. Between the same dates this year, there have been 67 accidents.

Transportation agency officials won't release their report on Sunday's accident until after they've received the coroner's report and analysed an "event recorder," which records data such as the speed the train was travelling and when brakes were applied.

Maureen Cashman said Monday her husband, who had worked at the Gloucester fire department five years, was on his way to a friend's house across the tracks when the accident occurred.

"He was going to get some plans for our new house," said Cashman. "Our sons (Kyle, 3, and Brad, 2) were waiting for him . . . They idolized him..

26/07/1989 *Ottawa Citizen**Alexandria**Carlsbad Springs*

## Safety problems unlikely

An off-duty Gloucester firefighter who died when his truck collided with a VIA Rail passenger train was probably being inattentive, police said Tuesday.

Ontario Provincial Police in Rockland said there appear to be no safety problems at the railway crossing where Larry Cashman, 31, of Carlsbad Springs, died Sunday.

Cashman was travelling along Sand Road, three kilometres east of his home, when his vehicle was struck at the crossing. Because the crossing is not used a great deal, it is marked by signs instead of flashing lights or bells.

"We think it's just a lack of attention on the driver's part," said Const. Craig McCormick. "There is no indication to tell us something outside would have caused the accident."

However, McCormick said the case will not be closed until after the National Transportation Agency completes its investigation of the safety at the crossing.

Agency spokesman Garry McLaughlin said his report should be ready within a month.

03/08/1989 *Ottawa Citizen**Alexandria**Carlsbad Springs*

## Cooling units eyed as links in car

Sound could drown out oncoming trains

Investigators believe loud auto air conditioners may have been a factor in the railway-crossing death of a Gloucester man and 14 similar fatalities in July.

Garry McLaughlin said the 1987 pickup truck driven by Gloucester firefighter Larry Cashman had air conditioning and he was driving with his windows up when killed by a train near his Carlsbad Springs home July 23. The temperature that day was 31.5 degrees

But McLaughlin, of the National Transportation Agency, said he does not have all investigation reports yet and cannot say how many of the other vehicles had air conditioning.

"If there is a possible common factor, it is that it was abnormally hot," he said.

"It's common sense that when you drive with your windows up and an air conditioner and radio on, you increase the risk" of not hearing a train's whistle or bell at crossings equipped with them.

The little-used crossing at which Cashman was killed, like most other fatal accident sites last month, was unprotected. It did not have a ringing bell or flashing lights. Motorists are warned of an approaching train by the engine's whistle.

McLaughlin said drivers should slow down and open a window when approaching any unprotected level crossing.

No. 1201 on time for steam fans

While 20,000 Scots and Scots-for-a-day crowded the Maxville fairgrounds, 50 steam-train fanatics waited patiently at the Maxville station for CPR locomotive No. 1201.

The engine is the last of its type made in Canada. Now owned by the National Museum of Science and Technology, it's the only steam train in Ontario to travel on main lines.

A man in a striped engineer's cap waiting on the platform had known No. 1201 longer than anybody. Gilles Chevrier grew up next to the tracks in St. Lazare, Quebec and watched 1201 go by every day.

He became CP station agent in his home town. But the age of steam ended, and in 1960 CP started dismantling hundreds of steam locomotives.

"No one (in the Montreal shops) wanted to touch No. 1201, and the foreman kept saying, 'Make it the last one,'" said Chevrier, who had been transferred to Montreal, where he still works for CP. "I was so afraid it was going to go I didn't want any news. One day one of the boys came in and said, 'No. 1201 is saved' (by the National Museum). I almost fainted. I was pinching myself. For two minutes I couldn't talk."

The steam whistle was heard down the track, and No. 1201 pulled into Maxville station on its way to Hawkesbury. A team of Ottawa steam fanatics piled out and started greasing most of the engine's 112 fittings. They organized the excursion under the name of the Bytown Railway Society.

12/09/1989 *Ottawa Citizen**Alexandria**Ottawa New*

Hangin' up the hat

Paul Poirier removes luggage from a Montreal train on his last day as a redcap. As part of its budget cuts, VIA Rail is replacing Ottawa's five redcaps today with two station attendants wearing caps of grey.

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 as wearing his seathelt," said Hampson.

MacIsaac suffered a severe head cut resulting in 40 stitches, torn knee ligaments, abdominal injuries and a chest bruise from the lifesaving seathelt. 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 seathelt 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.

Two die as train hits car

Railway warning sign torn off by vandals hours before accident

The railway warning sign at a level crossing near Alexandria where two people were killed Sunday had been broken off by vandals just hours before the accident.

The broken sign, which had been thrown in the ditch, was another example of a wave of weekend sign and mailbox smashing that has plagued the area for the past two years, said Lochiel Township roads superintendent Gilles Chenier.

Two Lancaster-area residents died at about 10:30 a.m. when their car was hit by a passenger train, about 90 kilometres east of Ottawa.

Driver Lori MacDonell, 20, and Keith McDonell, 23, who were not related, were killed as they attempted to cross the CN Rail tracks on Massie Road about four km east of Alexandria, said Ontario Provincial Police Sgt. Don Eas- top of the Long Sault detachment.

Eastop said the Ottawa-bound VIA Rail train was coming from Montreal.

Sgt. Gerry Brunet of the OPP In Maxville said he was unable to say whether the broken sign contributed to the accident.

"At this point, we have no idea as to what happened," Brunet said. "It's a fairly open crossing with a good view of the track."

But he described the sign vandalism as dangerous.

"They just seem to take them down and throw them in the ditch. It's beyond me why they do it."

Chenier said he knows the sign warning motorists travelling in the direction of the couple's car of the train crossing had been intact Friday morning.

"We get broken signs every weekend," said Chenier. "It's Halloween year round for those guys."

"Two weeks ago there were about 20 pulled up or broken off and thrown into a ditch or field."

Chenier said replacing the signs cost the township \$5,000 last year and the same amount in 1988.

"We've got about 20 crossings, six without flashing lights, in the township and the view of that one is A-one," said Chenier.

McDonell's sister Kyle said Keith was the youngest of eight children and lived on the family dairy farm in North Lancaster.

She said this morning her brother had played a soccer game at 9 a.m. Sunday in the village of Lochiel. At the time of the accident, he was going to a confirmation party for his niece, Kyle added. She said her brother and Lori had been going out "for a month or two."

Ernie MacMillan, past president of the Glengarry Soccer League in which McDonell played, said breaking the sign at the level crossing "was a terrible, despicable act."

He said McDonell, who had played in the Gerald McDonald Memorial Tournament, knew the road but that his girlfriend, who was driving, did not.

MacMillan said he has had his mailbox smashed by the vandals.

"I think it's all being done by the same group," he said. "No one has been able to catch them in the act."

Kyle said her brother graduated last year from MacDonald College in Ste-Anne-de-Bellevue, Que.

A double funeral is to be held Wednesday at 11 a.m. at St. Finnan's Cathedral in Alexandria.

12/06/1990 Ottawa Citizen

Alexandria

Alexandria

#### YOUNG COUPLE KILLED

Cause of train crash unknown

ALEXANDRIA - Provincial police say they may never know what caused a car-train collision Sunday morning that killed two Lancaster-area residents.

Keith McDonell, 23, and Lori MacDonell, 20, were killed when their car was struck by a VIA Rail passenger train at a gravel road level crossing four kilometres east of Alexandria.

The couple were returning from a morning soccer tournament in nearby Lochiel.

OPP Const. Peter Fishwick said Monday the mishap was still under investigation but as both occupants of the car were killed, it may never be determined how it happened.

The level crossing was described as well-marked and open with good visibility of the track.

Despite its open approaches, the crossing has been the scene of two previous collisions in recent years. In 1987 and again in 1989, vehicles were driven into moving trains. Only one driver suffered minor injuries.

McDonell's sister, Kyle, said Keith was the youngest of eight children and had worked on the family dairy farm in North Lancaster after graduating from MacDonald College last year.

She said her brother had played a soccer game at 9 a.m. in the village of Lochiel. At the time of the accident, he was en route to a confirmation party for his niece, Kyle said.

Keith and Lori had been going out "for a month or two," she said.

A double funeral is to be held Wednesday at 11 a.m. at St. Finnan's Cathedral in Alexandria.

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

Derailement 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 Sunday's CN freight train derailement 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.

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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 derailement 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 derailement did not cause any dangerous leaks. Some cargo that concerned officials included battery fluids and naptha, a flammable petroleum distillate commonly used as fondue fuel.

One box car that particularly concerned officials contained dangerous chemicals including naptha, 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.

Train derailment cleanup continues

Train service between Ottawa and Montreal was to return to normal this afternoon, but be replaced by bus service again Wednesday morning so workers can clean up the site of Sunday's train derailment in Gloucester.

The track is usable, but buses are being used Wednesday morning so CN workers can finish removing freight cars from the sidelines of the accident, said CN spokesman Richard Boileau. Afternoon trains Wednesday will be unaffected and service will be normal Thursday.

The cause of the derailment, which saw 13 CN freight cars jump the tracks, is still under investigation.

01/02/1991 *Ottawa Citizen**Alexandria*

NO INJURIES

Passenger train jumps track

No one was injured Thursday night (31/1) when a passenger train derailed on CN Rail tracks just east of Sheffield Road.

A VIA Rail engine and a coach car left the track shortly after 8 p.m. The train, en route from Montreal, stopped about five kilometres from its destination, the Ottawa train station.

The engine was pulling four cars loaded with passengers when it derailed, skidded upright for about two kilometres and eventually stopped at a curve in the track.

A front wheel was missing on the coach car and the derailment left a trail of warped steel.

Passengers in the four coaches were delayed about three hours until another engine could pick up the cars and take them to the station, said Norman Bishop, a CN Rail investigator.

24/02/1991 *Ottawa Citizen**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.

25/02/1991 *Ottawa Citizen**Alexandria**Vars*

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 Gregoire Residence in Vars, a home for the mentally handicapped, for 3½ years.

Vars is 25 kilometres southeast of Ottawa.

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 and walked in front of the train.

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)

Two killed, six injured as VIA train slams into van.

Alan Hustak glanced at his watch. 8:45 a.m.

"We'll be in Ottawa in about 20 minutes," he thought Tuesday as VIA Rail train 31 from Montreal neared a level crossing on Hwy. 138, about 30 kilometres north of Cornwall. " Then he saw the van headed south toward the train.

"I thought, 'Christ, that guy seems to be going awfully fast.' I could see the signal lights flashing. I was mesmerized because I knew there was no way that van was going to stop."

The train slammed broadside into the van at 145 kilometres an hour.

Eight people were inside the van five women, three men. Two of the passengers Lynn Lalonde, 24, of Kanata and Kelly Harris, 29, of Orleans died in the crash.

Five of the others remained in area hospitals Tuesday night. They are: Abdul Nasser Jabbari, 28, of Ottawa, who was driving the van; Nicole Grosz, 21, also of Ottawa; Stephan Rowe of Cumberland; Stacey Robinson, 19, of Gloucester; and Anne-Marie Vinet, 15, of Orleans. Vinet was in critical condition in the intensive care unit of the Children's Hospital of Eastern Ontario. Christopher Zwicker, 17, from Orleans, was treated in Cornwall General Hospital and released.

Zwicker said the van's passengers were en route to the headquarters of the Farm Boy produce company in Cornwall to learn how to use new cash registers.

The 17-year-old student at St. Peter's Catholic High School said none of the seven passengers or the driver, an employee of Farm Fresh, knew each other.

Zwicker, who was sitting in the first row of the van, said he saw the train coming toward them. "I was thinking I should tell (the driver) to stop.

" He said he suddenly felt the van being pushed by the train into a blinking signpost at the crossing.

"I felt the van turning and dirt filling up. I couldn't hear or see anything, it happened so fast., The only thing I heard was first impact."

He was still strapped to his seat when the van stopped. He crawled out on the ceiling which had become the floor, The right side of the van, where the train hit it, was completely gone.

"I remember yelling out, 'Everybody out of the van because I saw gasoline pouring out and everything smelled like gas. But I was the only one conscious."

Four of the occupants were flung from the wreckage, The other four remained trapped in the overturned shell. Gasoline poured from the ruptured tank.

Paul Robitaille of Buckingham and Ian Macdonald from Kanata were following the van in another vehicle. They scrambled through the wreckage, cutting people loose from their seat belts.

"I went and cut the seat belts of three of them who were still in the van to get them out," Robitaille said. "One girl in the rear was in shock and struggling so I left her for a moment and went to the front of the van to the passenger side and cut another girl out. Then I crawled inside to cut out another guy because gas was pouring right on him."

Zwicker said the driver didn't seem to be going over the 80-km speed limit and was concentrating on the road ahead. "He didn't try to beat (the train) but there were trees and houses blocking the view of the train."

Ontario Provincial Police are investigating.

Deadly crossings:train crash rate puzzles experts

A deadly phenomenon surrounds trains.

People see the train approaching. The flashing signal lights are clearly visible. They hear the warning bells. But the impending threat of thousands of tonnes of steel bearing down on them is either ignored or somehow doesn't register.

The phenomenon stumps safety experts. And it results in an alarming number of injuries and deaths each year.

"When people see a train coming, for some reason they simply don't seriously consider the danger," says Benoit Levesque, national director of Operation Lifesaver, a safety awareness program of the Railway Association of Canada.

The observation may apply to Tuesday's fatal crash between a VIA Rail passenger train and a van.

Flashing lights and warning signals were operating for 22 seconds before the van loaded with eight people drove into the train's path. Lynn Lalonde, 24, of Kanata, and Kelly Harris, 29, of Orleans, were killed, and six others were injured in the crash. Five of the survivors remain in hospital with serious injuries. None of the injuries is life-threatening.

The accident occurred at 8:45 a.m. at a level crossing on Hwy. 138, about 30 kilometres north of Cornwall. There are open fields on either side of the crossing and the signals are visible on the highway from at least a half-kilometre. It's not known why the van's driver, Abdul Nasser Jabbari, 28, of Ottawa, did not stop. Police have yet to interview Jabbari, who is now in stable condition after surgery at the Ottawa Civic Hospital.

Coroner Dr. Gabriel Slowey says an inquest into the accident will be held late this year or early in 1993. There have been two other fatal crashes at that crossing since 1981.

Levesque says such accidents are all too common.

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Police charge driver in fatal van-train crash

MOOSE CREEK - The Ottawa driver of a rented van in a fatal train crash on Hwy. 38 on Aug.. 25 has been charged with two counts of criminal negligence causing death.

Abdul Nasser Jabbari, 28, has also been charged with driving with an improper licence. He is to enter a plea on Nov. 20 at Cornwall provincial court.

Two of the eight passengers in the van died. Kelly Harris, 29, a mother of two and Lynn Lalonde, 24, both of Ottawa, died of massive injuries. The other passengers were injured but recovered.

Man fined \$1,000 in double fatality

CORNWALL The prosecution and defence agreed a \$250 fine was penalty enough for an Ottawa man convicted of careless driving for an accident that killed two people and injured five others.

But Provincial Court Judge Michael Fitzpatrick didn't. He rejected the joint submission Wednesday, bumped the fine to \$1,000 and imposed a two-year driving suspension on Abdul Nasser Jabbari.

Jabbari was the driver of a minibus that slammed into the side of a VIA Rail passenger train Aug. 25, 1992 at an unguarded railway crossing on Hwy. 138, 30 kilometres north of Cornwall. The crash killed Kelly Harris, 29 of Orleans, and Lynn Lalande, 24 of Kanata.

The higher penalty was little comfort for the families of the victims.

"Both families have been through hell the last year," said Heather Lawson, sister of Kelly Harris. "Our lives have been changed forever and he's walking away from this with a \$1,000 fine.

"It's hard to take."

"He got off scot-free, is all I can say," said Bernard Lalande, Lynne's father.

Jabbari, 27, pleaded guilty to Careless driving after the court ruled there wasn't sufficient evidence to convict him on the more serious charges of dangerous driving causing death and dangerous driving causing bodily harm.

The prosecution had earlier withdrawn the even more serious charges of criminal negligence causing death and criminal negligence causing bodily harm.

Fitzpatrick said Jabbari was driving without due care and attention to the safety of others at the time of the accident.

But he said his driving didn't represent enough of "a marked departure" from the normal standard of care to justify a conviction for dangerous driving. He noted Jabbari wasn't drinking or speeding and was driving in a prudent manner prior to the accident.

The biggest penalty the accused would have to pay is living with the memory that his careless driving had cost two young people their lives, the judge said.

Jabbari testified he never saw the railway warning signs or flashing red lights and had slowed down for what he thought was a bump in the road.

The flashing lights activate 24 seconds before the train reaches the intersection of the highway.

It was only when he got closer he realized the bump was really the CN main line and that a passenger train was bearing down on the minibus at a high rate of speed.

The van hit the engine, was thrown into the light standard, then bounced into the train a second time. The impact flung the van upside down, and several passengers were thrown out.

Jabbari was driving a group of grocery store employees to Cornwall to learn how to operate new-cash registers. It was his first day on the job and he had never driven the bus or travelled that highway before.

17/09/1993 *Ottawa Citizen**Alexandria**Casselman*

Train-truck crash puts driver in hospital

A 65-year-old man was in hospital Thursday after his pick-up truck was hit by an Ottawa-bound VIA passenger train near Casselman. Wilmer Urquhart of Maxville, was stopped at a crossing on county road 3, about two kilometres west of Casselman, when the train clipped the front of the truck.

Urquhart was taken by air ambulance to Ottawa General Hospital where he was reported in stable condition.

25/10/1993 *Ottawa Citizen**Alexandria**Casselman*

OPP officers die in collision with train

A police cruiser with its emergency lights flashing was broad-sided Sunday by a VIA Rail passenger train at a level crossing in Casselman, killing two provincial police officers inside the car.

The red warning lights at the crossing in the centre of the town, 60 kilometres east of Ottawa, were working at the time of the collision.

Constables Richard Jean, 23, and Alain Desforges, 30, died at the scene, said Ontario Provincial Police Sgt. Al Crocker.

No injuries were reported among the 80 train passengers, although the train, which was travel ling to Montreal from Ottawa, was held at the accident scene for about four hours.

According to Crocker, the officers were driving west on St Isidore Street about 3:15 p.m. and attempted to cross the tracks when their cruiser was hit. Jean, a probationary' police officer, was driving.

Witnesses told police investigators the cruiser's emergency lights were flashing at the time of the accident. Crocker said police have yet to determine whether the officers were responding to a call.

Desforges, a native of Cornwall, had been with the OPP for four years. He was married and the father of a three-year-old son, Sebastian. He and his wife, Guylaine, 30, celebrated their seventh wedding anniversary last week.

Jean, a native of Windsor, Ont, joined the force in March.

The Transportation Safety Board is investigating the accident.

With files from Canadian Press. Windsor Star

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.

26/10/1993 *Ottawa Citizen**Alexandria**Casselman*

Constables' destination unknown before fatal train crash

No one knows yet where Constables Richard Jean and Alain Desforges were heading when their patrol car was caught and crushed in the path of a Via Rail train.

With about two hours left in their shift Sunday afternoon, something made Jean, 23, and Desforges, 30, proceed westbound across the tracks on St-Isidore Street in the middle of Casselman, 60 kilometres east of Ottawa, although red warning lights were flashing.

The Montreal-bound train mangled the cruiser into scrap metal after dragging it half a kilometre. Desforges and Jean were killed instantly.

None of the 80 passengers on the train reported injuries.

At first, some of the many witnesses told investigators that the police cruiser's emergency lights had been flashing.

But Monday, OPP Sgt. Al Crocker said other witnesses say the lights were not on.

"We have conflicting stories and we don't know one way or the other which it is," said Crocker.

"We know their vehicle had not stalled, they were proceeding through the tracks."

Jean, a recruit who joined the force seven months ago, was driving with his training officer, Desforges, who had been with the detachment for four years.

Crocker said it is not unusual that the men did not notify dispatchers if they were initiating a call.

"If they were going on a routine traffic inspection, they would not necessarily call it in," said Crocker.

"They would not notify anyone unless it was something unusual."

As OPP investigators search for answers, they must also deal with their grief.

"When you investigate the death of your peers, it is very difficult not to think about someone you worked with day in and day out."

Their deaths brings to seven the number of police officers in Canada killed while on duty in the last three weeks.

No evidence of emergency in fatal crash

Investigators have found no evidence to suggest two provincial police officers were nulling to an emergency call when their patrol car crossed in the path of a VIA rail train Sunday, killing them.

OPP Sgt. Al Crocker said Const. Richard Jean, 23, and Alain Desforges, 30, had been doing paper work at the Casselman OPP station just 20 minutes before the afternoon crash. Crocker said the men told no one at the station they had an emergency call. He said they were heading out for routine patrol.

Jean, who was driving, headed west on St Isidore Street and, though warning lights were flashing at the rail crossing, the patrol car failed to stop. The Montreal passenger train crushed the cruiser.

Investigators have sent the cruiser's emergency light filaments to Toronto for testing in a final attempt to discern whether the car's emergency lights were on.

28/10/1993 *Ottawa Citizen**Alexandria**Casselman*

Father mourns unexplained death of police officer son

WINDSOR Raymond Jean had concerns about his son's new job as an Ontario Provincial Police officer, but what happened to Const. Richard Jean Sunday was not a scenario his father had considered.

"I always worried some day he would get caught in a shootout. But not something like this" the elder Jean said this week.

Richard Jean was killed Sunday when the OPP cruiser he was driving was struck by a VIA Rail train at a level crossing in Casselman, 50 kilometres east of Ottawa, where he'd been posted since July.

The crossing's flashing warning lights were operating. Const. Alain Desforges, riding with Jean as his training officer, also was killed.

The accident is being investigated, but police are no closer to having answers than they were when it first happened.

"They don't really understand it themselves," Jean said.

But the family has been told the sun bright that day, might have been a factor in obscuring the lights at the railway crossing. As well, a building adjacent to the railroad tracks could have blocked Jean's view of the oncoming train.

Investigators are also trying to determine where the officers were going. They've found no evidence to suggest they were on an emergency call. The cruiser's emergency light filaments have been sent to Toronto for testing in a final attempt to find whether the lights were on.

Jean, 23, who grew up in Windsor, graduated as an OPP officer in July, completing a journey he'd mapped out long ago.

His father said police work was something his son always wanted to do. "He wanted to work with people and help kids."

Jean was accepted by the RCMP shortly after graduating from high school, but his parents encouraged him to put his dream on hold for a short time and get a post-secondary degree to fall back on.

He received a degree in sociology and had begun studies in criminology when the OPP called.

"He had a great sense of humor," Raymond said. "He had friends from all over."

Two weeks ago, Jean returned to Windsor for a visit. It was the last time his parents and three brothers would see him. "It was like having four little kids in the house again," Raymond said.

A full police funeral service for Jean was to be held today in Windsor. Officers from across the country, including those from Jean's graduating class and the Casselman OPP detachment, were to attend.

The Windsor Star

25/11/1993 *Ottawa Citizen**Alexandria**Casselman*

Casselman to vote on railway crossing

CN Rail is proposing crossing barriers at an intersection in Casselman where two police officers were killed in an October train crash.

Village clerk Gilles Lortie said the plan calls for barriers at St. Isidore Street and Dollard Street. A third barrier at Cartier Street or the possible closure of the road is also being studied. The village will vote on the matter by Dec. 6. Investigators still aren't able to say what caused the baffling accident.

On a dry Sunday, Oct. 24, in the afternoon, Ontario Provincial Police constables Richard Jean, 23, and Alain Desforges, 30, died when their cruiser crossed into the path of an oncoming train.

27/11/1993 *Ottawa Citizen**Alexandria**Glen Robertson*

Two engineers shaken after second fatal train-car crash

Another train-car crash in the area has left an Alexandria man dead, the victim of suicide, and two train engineers shaken, the victims of a terrible coincidence.

The man was killed Friday after driving his Honda on to the tracks in front of an Ottawa-Montreal VL Rail train carrying about 100 passengers and travelling 120 kilometres an hour. No one on the train was hurt.

The two engineers running the locomotive are the same men who were operating the train that hit a police cruiser in Casselman and killed two OPP officers a month ago.

It was the second train-car accident this week. Two women were killed in Arnprior Wednesday when their car was struck by a freight train.

Officials involved in Friday's crash say the engineers, Randy Allan and John Culhane, both from Ottawa, could not have done anything to avoid the collision.

"Both have a lot of experience," said Alex Kocsis, an investigator with the Transportation Safety Board of Canada. "They did everything right."

One of the engineers was in especially bad shape after the accident because of the "mental stress building up in him," said Kocsis, who spoke to the men after the crash.

VIA spokesman Malcolm Andrews said counselling is available to the two engineers, should they request it. They asked to be replaced at the train's controls after the collision, Andrews said. "They just wanted to go home."

Coroner Dr. Guy Genier said he is convinced the death was a suicide. He said the man would have had to open manually a gate leading to the train tracks to get his car through. The crossing was on a seldom-used private road and was well marked, Genier said.

The engineers apparently saw the man's car pull on to the tracks when the train was within view. They pulled the emergency brakes when about 50 metres away from the car, but it was too late. The car was pushed more than 700 metres along the track.

The accident was the 14th at a railway crossing in the National Capital region this year, according to the safety board. Despite the rash of deaths at train crossings in the past month, the number of such accidents is lower than it was this time last year, said Ghyslain Charron, of the safety board.

Including Friday's fatality, 20 people have died at Ontario train crossings since Jan. 1, nearly half the national total of 46 so far this year.

This time last year, 24 people had died in Ontario at train crossings. The number of non-fatal accidents has also been reduced, Charron said.

"All the investigations, after years of research show us that in 85 to 88 per cent of accidents there is the human factor," said Charron. He said accidents are often caused when the vehicle occupants are distracted by something.

18/12/1995 *Ottawa Citizen**Alexandria**Casselman*

Casselman man injured after car-train collision

A Casselman-area man was in hospital with serious injuries late Sunday after the car he was driving collided with a VIA passenger train in

Casselman, 50 kilometres east of Ottawa, earlier in the day. Provincial police said the accident occurred when the man's car was hit by a westbound train at a level crossing on Segault Road at 12:23 p.m. The man, in his 40s, was taken to the Ottawa General Hospital.



Trucker dies in violent crash with passenger train

A 40-year-old trucker from Wakefield died horribly in Carlsbad Springs yesterday when his tractor-trailer collided with a VIA train at a level crossing, about 15 kilometres east of Ottawa.

Regional police said the driver of the truck, Robert Emery, was northbound on Boundary Road, approaching Russell Road, when his vehicle collided with the train carrying 63 passengers and crew.

The accident occurred just before 9 a.m. No one else was seriously hurt.

Doug Renaud, working in the Carlsbad Variety store on Russell Road, rushed outside when he heard and felt the impact.

He said the warning signals and bells at the level crossing were working when he turned the corner and saw dirt and diesel from the crash hanging in the air.

"At first, all I saw was the trailer at the crossing," Mr. Renaud said. "Then I looked down the track and saw the cab. I went down the track with some other gentlemen from cars that were stopped at the crossing and we saw the driver. He'd been thrown out and we knew we couldn't help him. The emergency teams arrived pretty quickly."

The tractor unit was hauling two flatbed trailers, one carrying farm equipment that was undamaged and stayed on the road.

About 20 metres west of the point of impact, the second trailer lay in the ditch with debris and two telephone poles that had been knocked down; another 20 or 30 metres farther on at the end of the debris trail were the crushed remnants of the white tractor unit.

The driver's body lay five metres from the wreck.

The train, disabled by the impact, stopped about a kilometre west of the collision site.

After about two hours on the stopped train, most of the 58 passengers trudged about 100 metres across a snow-covered field to board buses to finish their journey.

Some older passengers and children were ferried to the buses on police snowmobiles. Firefighters assisted with luggage.

Most passengers brushed past journalists, declining to comment. But before she was hustled onto a bus by a firefighter, Lou Tremblay said she had been looking out the window at the time.

"I saw a big truck on the road. It was really near the tracks, then we hit."

At the time of the collision, the sun was low in the cloudless sky. The straight, level stretch of Boundary Road leading to the crossing is flanked by open fields and was dry.

The No. 31 train left Montreal for Ottawa at 6:45 a.m. with a crew of five, including two engineers. No one on the train was hurt in the 8:55 a.m. crash, said VIA Rail Canada spokeswoman Dianne Graham.

However, regional police Insp. Sue O'Sullivan told reporters on the scene one crew member was complaining of sore ribs. She added there were eyewitnesses to the crash but would not comment on what happened in the seconds leading up to it.

The speed of the train has not been released, but Ms. Graham said the speed limit along that section of track is 128 kmh. And the train might have been running late, given its scheduled Ottawa arrival time of 8:49 a.m.

Officials are expected to review data from the train's "event recorder," similar to an airplane's so-called black box, that records the movements and actions the engineer makes with the locomotive.

Yesterday's crash was the second fatal train-vehicle crash along the same stretch of track, owned by CN Rail, in less than two years. In May 1996, a woman was killed when the van she was driving collided with a Montreal-to-Ottawa VIA passenger train at another protected crossing on Russell Road, near Anderson Road.

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Without prejudging what led to yesterday's crash, CN Rail spokesman Pierre Leclerc said the vast majority of train-vehicle crashes are caused by motorists trying to beat trains to the crossing.

"They have to be patient and they have to realize that sometimes it's better to wait two more minutes than to be killed, or risk your life, for trying to save one or two minutes of your time."

Mr. Renaud said there have not been problems at the Carlsbad Springs' crossing, although he remembers a truck's bumper being ripped off by a train "a couple of years ago. But he was stopped just too close to the track."

He said some people disregard the warning signals because they know that freight trains, especially, activate the lights and bells a while before they actually get to the crossing. "They (freight trains) slow down on this stretch, but VIA never does. They just go too damn fast."

29/05/1996 *Ottawa Citizen**Alexandria**Carlsbad Springs*

Woman dies when her van collides with VIA Rail train

Vehicle thrown 70 metres by impact

A woman died Tuesday night when the van she was driving collided with a VIA Rail passenger train at a controlled railway crossing on Russell Road.

Emergency crews were called to the accident scene west of Carlsbad Springs around 7:50 p.m. after a dark-colored Mazda MPV mini-van with Ontario plates struck a northbound train.

The train came to a complete stop about half a kilometre from the crash site, which is three kilometres east of the Russell and Anderson Roads.

The van landed in a ditch about 70 metres from the tracks.

A nearby resident said the van collided with the train at a point about three metres from the front of the engine car. He said a battery cover was torn off and an air valve was broken on the train.

The train was heading to Ottawa from Montreal. No passengers or crew members on the train were injured. A CN Rail spokesman said that the train would be towed into Ottawa and rail traffic would be delayed for a minimum of two hours.

Witnesses at the scene said the railway safety lights and bells were working. There is no barrier at the crossing.

Police had not yet identified the woman late Tuesday. The investigation continues.

03/07/1996 *Ottawa Citizen**Alexandria**Vars*

Vars resident killed by passenger train

A 37-year-old man was killed in a train fatality in Cumberland Township on Tuesday. Local provincial police said Joey MacRillo, a resident of a nursing home in the hamlet of Vars, died after being hit by a westbound VIA train at about 7:30 p.m. At the time 'he was standing on the tracks, apparently aware of the oncoming train, police said. He was pronounced dead at the scene.

20/05/1997 *Ottawa Citizen**Alexandria**Alexandria*

... an unidentified male pedestrian died last evening.

He was struck by a train near Alexandria at about 7 p.m.

Police were investigating the accident and trying to determine the victim's identity late last night.

Ottawa Citizen 21 May 1997

The OPP have identified the male pedestrian killed by a Montreal-bound VIA passenger train Monday night near Alexandria. Police say "Stephane Daoust, 24, of St-Bernardin, Ont., was walking on the tracks at about 6:30 p.m. Mr. Daoust did not react to the train's horn and was fatally struck. Police continue to investigate.

The Ontario Provincial Police in Orleans are seeking the public's help in their investigation of a shooting at a CN Rail freight train in Vars on Wednesday evening. Police said someone shot at a Montreal-bound train between Main Street and Devine Road at about 8:30 p.m. Vars is about 30 kilometres southeast of Ottawa. A bullet fired from south of the train entered the locomotive, narrowly missing the engineer's head. There were no injuries. Anyone with information about the shooting is asked to call the OPP at 1-888-310-1122 or Crime Stoppers at 233-8477.

Hollywood-style pursuit includes smashed vehicles, train collision, manhunt

It was a real-life police takedown that could put anything seen in a big-budget Hollywood movie to shame.

Yesterday afternoon, after a highspeed car chase down train tracks, a train crash and a helicopter search, the Ottawa-Carleton police tactical unit arrested a man suspected of several break-and-enters as he lay cowering in bushes near Carlsbad Springs.

"It was intense operation," said Insp. Sue O'Sullivan, minutes after the suspect, who was bleeding from several wounds to his face, was ushered into the back of a police cruiser.

The chase began shortly before noon yesterday when a break-and-enter was reported in the town of Carlsbad Springs, just on the outskirts of southeast Ottawa. A witness to the crime called police and the force put out an all-points bulletin for a grey Chevrolet Celebrity seen leaving the scene of the crime. Police were also informed that the car may have been stolen.

Shortly after noon, an officer travelling down Russell Road in Gloucester spotted a Chevrolet Celebrity coming towards him. It matched the description of the wanted vehicle, which by then had been determined to be stolen.

The officer made a U-turn, flashed his cruiser's lights and zoomed up behind the vehicle to get the driver to pull over. Instead, the driver of the suspect car sped up and turned down Hall Road, a dusty side road that runs off of Russell. With the officer in pursuit, the driver of the stolen Celebrity raced down Hall Road and then, in an attempt to avoid capture, turned right onto the CN railway tracks that intersect the road. The officer followed.

The two cars made it about 500 metres down the tracks when the wheels of the stolen vehicle became jammed. With his car stuck, the driver jumped from the vehicle and ran into the bushes. The officer, who had already called for backup, pulled his cruiser behind the stalled Celebrity and left his police lights on to warn any trains that might be coming down the tracks.

He also called CN to make sure they alerted trains that the tracks were blocked.

To the officer's horror, as he was still on the phone trying to divert any trains, the 10:15 VIA passenger train from Montreal to Ottawa with 123 people aboard came rumbling over the hill, getting ready for its arrival at the Ottawa terminal.

The conductor tried to stop the train in time, but failed. The train hit both the police cruiser and the stolen car. Both vehicles were complete writeoffs.

Nobody on the train was hurt.

Meanwhile, backup for the officer arrived in the form of the Ottawa-Carleton police tactical unit, the police canine unit and a swarm of police cruisers. By 12:15 p.m. they had sealed off a square of land more than a kilometre wide and began searching for the driver of the stolen car.

For more than two hours the tactical and canine units scoured the bush, even enlisting the help of an RCMP helicopter to keep an aerial lookout.

Shortly before 3 p.m., the suspect was found in a bush just 10 metres from the train track and less than 20 metres from where a horde of more than 40 media, onlookers and police personnel were watching the search unfold.

The suspect, who had several gashes to his face, was taken into custody.

"It's a difficult thing when you set up a perimeter, you never know for sure if the suspect is inside or whether he managed to escape before you got in position," says Staff Sgt. Andy Avery of the Ottawa-Carleton police.

"In this case, it worked."

Police were also trying to determine if there was a second suspect in the case. Some witnesses said there was a woman in the car at the time of the break-and-enter, but police could not confirm that and ended the search after they had the man in custody.

Shortly after 3 p.m., the train tracks were finally cleared of the wreckages of the police car and the stolen vehicle. The stolen vehicle had an assortment of items in its back seat, including speakers, a television and a cooler.

The train arrived in Ottawa before 3:30 p.m.

"We never like to see a delay, but in this case, police were focused on the manhunt and thought there was a bona fide risk to the passengers if they left the train," says Ted Bytalan, a spokesman for VIA rail.

Among the many onlookers were several Carlsbad Springs residents whose houses had been broken into in recent weeks. When they heard a break-and-enter suspect was being sought, they came down to the scene to see if it was perhaps the same man who had hit their homes.

Insp. O'Sullivan would only says that the investigators will be looking at the suspect for both the break-and-enter yesterday morning and "any other incidents that come up that may be connected."

The suspects name was not being released by police last night. They said no charges had been laid as yet.

Passenger train kills man

A man was killed near Maxville last night when he was struck by a VIA Rail train enroute from Montreal to Ottawa Maxville is about 30 kilometres northwest of Cornwall and 60 kilometres southeast of Ottawa. The train was delayed for an OPP investigation, and passengers were sent to Ottawa by bus.

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 bistory passing by.

The silver train, pulled by engine 6433, sounded its whistle asit 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 two hours that summoned up more than 30 years of memories as ordinary Canadians recalled Mr. Trudeau and his effect on their lives.

Vars woman killed by VIA train

A 39-year-old Vars woman is dead after being struck by a Montreal-bound VIA Rail train, yesterday.

The incident happened in a wooded area several hundred metres from any road or crossing, between Frank Kenny Road and Bearbrook Road in Vars, just east of Ottawa. Police were notified at about 3:45 p.m.

The woman lived at Residence Champagne, a mental health facility. Town residents assumed the warning bells on the tracks were stuck again, until police and firefighters arrived.

No passengers were hurt and the train was able to continue its journey at about 5:55 p.m. Police say there's no indication of foul play.

05/06/2002 Ottawa Citizen

Alexandria

Vars

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.

03/05/2005 Ottawa Citizen

Alexandria

Maxville

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 rela-

tives 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 90-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.

03/05/2005 Ottawa Citizen

Alexandria

Maxville

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,

**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 Côté. "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."

22/08/2008 *Ottawa Citizen* *Alexandria*

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.

22/08/2008 *Ottawa Citizen* *Alexandria*

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 An-dre 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-Wake-field 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."

15/10/2008 *Eastern Ontario Review* *Alexandria* *Casselman*

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.

12/01/2009 Ottawa Citizen Alexandria Ottawa New

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.

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 McDonnell, 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.

20/10/2019 CBC News

Alexandria

Casselman

Via Rail, Casselman in talks to expand commuter service to Ottawa

Mayor calling for a pilot project to run during morning, evening rush hour

Casselman Mayor Daniel Lafleur is calling for a pilot project that would see more Via Rail trains stop in the eastern Ontario town during the morning and afternoon rush hour.

The village of Casselman, Ont., is in talks with Via Rail to expand train service between the eastern Ontario community and Ottawa during morning and evening rush hour.

Casselman Mayor Daniel Lafleur wants the Crown corporation to implement a pilot project as soon as possible to improve transit options for commuters.

"We discussed this with them [at city hall]," Lafleur said in a French interview with Radio-Canada. "This is an opportunity."

The additional rail service would complement the existing shuttle service offered by 417 Bus Line.

The mayor was careful to say talks with Via Rail weren't a reflection on the shuttle that's served Casselman for decades, calling it a "very good service."

More trains would be 'convenient'

In a news release, Via Rail said the proposal to increase the number of trains that serve Casselman will be discussed as part of ongoing plans to improve rail service in Ontario and Quebec.

This June, the federal government announced a \$71-million investment in Via Rail to create faster, more frequent service.

Via gets \$71M in federal money toward faster service in Ontario, Quebec

Danielle Chénier, a public servant who was waiting for a bus on Main Street in Casselman Thursday, said she's in favour of the idea.

"It would be convenient," said Chénier, who also likes the current shuttle service. "For a long time, I've thought Via Rail should stop [here] more often."

The municipality, which already has the support of Ottawa Mayor Jim Watson, is trying to rally other communities to join the call for more rail service.

For instance, nearby Alexandria, Ont., may also benefit from having more trains since they already pass through the town before stopping in Casselman and heading on to Ottawa, said Lafleur.

30/11/2021 CTV News

Alexandria

OTTAWA -- By the end of next year, your train ride to Toronto or Montreal could be a lot more comfortable.

Via Rail previewed the first of 32 new Siemens trains on Tuesday at their Tremblay Road station in Ottawa.

"Canadians' journeys will never be the same," says Martin Landry, Chief Commercial Officer with Via Rail.

The trains will be used on the Windsor-Quebec City corridor, serving destinations such as Ottawa, Montreal and Toronto. Some of the new enhanced features on the train include:

- wider aisles;
- adjustable tray tables;
- more comfortable headrests;
- automatic touchless interior doors; and
- high-speed reliable wifi.

Liberal MP for Ottawa Southn David McGuintyn was on hand at the preview and says, "I can tell you they are going to offer a new era of comfort and efficiency for the worker, the families, and the tourists, who travel on these tracks."

Passengers are expected to board the new trains by the end of 2022.

Winter trials will begin overnight on the track in Ottawa. Crews will test out the new train and its advanced technology in harsh conditions like snow and extreme cold.

Landry says Canadian winter poses a challenge for the trains. "The train could start in Windsor with rain, come into Toronto with freezing rain and by the time it gets to Quebec City it is a snowstorm" those conditions are really taxing. We want to go through the full winter test through to the spring time."

The trains are also fully accessible, and each includes onboard wheelchair elevators, large accessible washrooms, braille, and signage.

Via Rail says the trains are some of the most environmentally friendly intercity fleets in North America. They include diesel engines and are bidirectional.

McGuinty says "These bidirectional trains can operate in both directions, which will save time and reduce delays."

Cynthia Garneau, VIA Rail President and CEO, says making sure the trains were environmentally friendly was a priority and they will continue to find ways to reduce the footprint.

"We will be in a position to reduce waste on our trains, so we will do pilot projects and put them in place throughout the corridor," she says.

Garneau adds the new fleet "marks a new era for passenger rail service in the corridor, where we served over 4.7 million passengers in 2019 and which represented 96% of our ridership pre-pandemic."

## Nobody Hurt as VIA Train Strikes Vehicle

Ottawa Ontario - Shortly after 19:00, Monday, Ottawa Fire Services said they responded to a collision between a train and a car near the intersection of Piperville and Boundary roads in the Carlsbad Springs area.

Around the same time, Laura Hughes said she was driving home when she saw the aftermath of the crash.

"We could see red lights flashing ahead and all of a sudden I see the train's headlight. But it's not moving, the train is stopped. And as we got closer, you can see there's this red car completely crushed from the back underneath the front of the train. Just a mangled car crushed under the front of a train. It was surreal and surprising. It's not something I would have expected to see," said Hughes.

According to VIA, train 38 was travelling from Ottawa to Montreal when it struck a vehicle parked on the tracks.

Fire officials reported the train dragged the vehicle east about 1,500 metres before stopping.

## Train Had Just Left Station

Montreal resident Stephane Racette, whose wife was on the train, said the train had just left a station when the crash happened.

Racette said he was relieved to find out everyone was safe.

Neither the one person in the car, nor the 117 train passengers were injured, according to fire officials.

Firefighters also checked for leaks on the train, disconnected the vehicle battery, and pulled a hose line as a precautionary measure.

Ottawa police and VIA police remained on scene Monday evening.

26/10/2022

Ottawa Citizen

Alexandria

Carlsbad Springs

## VIA TRAIN COLLIDES WITH CAR, NO INJURIES REPORTED

No injuries were reported Monday after a Montreal-bound VIA Rail passenger train collided with a vehicle, dragging the vehicle about 1500 metres. Fire officials said neither the passenger in the vehicle nor the 117 passengers and staff aboard the train were injured.

Ottawa fire said the crash occurred shortly after 7:00 p.m. near the intersection of Piperville and Boundary roads in the Carlsbad Springs area.

VIA rail's train 38 was travelling from Ottawa to Montreal when it struck a vehicle parked on the tracks.

On Tuesday, Ottawa Police identified the vehicle as a Hyundai Elantra.

The vehicle was on the tracks due to "driver error."

Fire officials reported the train dragged the vehicle east about 1500 metres before stopping.

Firefighters arriving on the scene checked for leaks on the train, disconnected the vehicle battery, and pulled an unspecified hose line as a precaution.

The Federal Transportation Safety Board said Tuesday that, "after our initial assessment... it's been determined that this occurrence has little likelihood of identifying new safety lessons that will advance transportation safety." Postmedia News

22/03/2023

City News

Alexandria

Ottawa

Via Rail apologizes, investigating after Muslim man told no praying at Ottawa station

Via Rail says it apologizes unreservedly to the man and to the entire Muslim community.

Via Rail has apologized and says it's investigating after a video of an employee telling a Muslim man not to pray at its Ottawa station circulated online.

The video on TikTok appears to show a Via Rail employee telling a man that he cannot pray at the station and he should go outside if he wants to pray.

Via Rail says it apologizes unreservedly to the man and to the entire Muslim community. It says it is taking what happened "very seriously" and an investigation is ongoing.

28/05/2023 CTV News

Alexandria

## VIA Train With 210 Passengers on Board Stops Due to Engine Failure

28 May 2023

Alexandria Ontario - More than 200 passengers were stuck on a VIA train near Alexandria for several hours Sunday evening, after a mechanical issue stopped the train.

VIA says train 37 stopped approximately "half a mile away from the Alexandria station" due to an engine failure.

The train with 210 passengers on board was travelling from Montreal to Ottawa when it stopped, with it originally scheduled to arrive in Ottawa at 18:35.

"Another VIA train will push the train to Alexandria station to allow passengers to disembark while they await another train to take them to their final destinations," VIA said in a statement at 20:40.

One passenger on board train 37 said on Twitter that the air conditioning was not working on the train.

Passengers on social media reported VIA train 39 (Montreal to Ottawa) towed train 37 to Ottawa.

The VIA Rail train tracker showed the two trains were scheduled to arrive at the Ottawa Train Station just before 23:00.

05/11/2023

Eastern Ontario Review

Alexandria

Alexandria

Renovations are being made at Alexandria's historic railroad station.

The station was built in 1916 and 1917 by the Grand Trunk Railway, which eventually became part of Canadian National Railways (CN).

Currently, it serves as a stop for passengers on VIA Rail's Ottawa-Montreal line. In 1994, it became a federally designated Heritage Railway Station.

According to VIA Rail, the work being done to the Alexandria station include various elements to maintain the facility. These include roofing replacement, small foundation repairs, brick repointing, and replacement. Completion is planned for the end of November. The renovations will not alter the heritage features of the station building.

The Alexandria station is not staffed and is open 60 minutes before a train arrives, and for 30 minutes after departure.