

Local Railway Items from Area Papers - Kingston (CN) subdivision

13/02/1851 Brockville Recorder Kingston (CN)

A number of delegates from places favorable to a grand Provincial Railroad from Toronto to Montreal met in the Council Chamber at Kingston, Monday, week. The room was filled with citizens and strangers who attended each of the three days the convention was in session. . On the second day, Mr. Keefer took his seat as a delegate from the Montreal and Lachine Railroad Company and J.L. McDonald as delegate from Gaganogue. On a motion of Dr. Beatty, resolved that the Mayors and Wardens of each municipality on the line shall form a committee, making in all nine members. Resolved that the provisional committee shall meet in Cobourg. Resolved that the different municipalities shall appropriate £50 each to meet the expenses of the survey. A public dinner took place in honor of the convention.

It appears that the proposal to send a delegation .. Was negatived in the Council of leeds and Grenville by a majority of four.

14/07/1855 Brockville Recorder Kingston (CN) Brockville

A locomotive and ballast cars reached Brockville over the Grand Trunk Railway to open rail communications with Montreal.

09/11/1855 The Tribune, Ottawa Kingston (CN) Brockville

Grand Trunk Railway. We understand that this railway will be opened for traffic to Brockville on 19th inst. The inhabitants of this city will then be able to reach Montreal in a few hours.

30/11/1855 Perth Courier Kingston (CN)

On Saturday 17th last, the Grand Trunk Railway was opened from Montreal to Brockville. We clip from the Prescott Telegraph the following brief account of the proceedings on the occasion.

"On Saturday last a party numbering about 100 consisting of Directors of the Company, the Mayor and Corporation of Montreal, and leading gentlemen of the City, made an excursion over the Grand Trunk Railway to Brockville. The party was increased at Cornwall and Prescott making probably 250 in all. The train, consisting of seven passenger carriages, arrived at twenty-five minutes to 2 P.M. Time of running from Prescott to Brockville, 25 minutes. A large number of inhabitants of Brockville turned out to receive them. An address from the Corporation, congratulating the Directors on the success which has thus far attended their efforts, and welcoming them to the town, was presented (in a room in Flint's building, under Metropolitan Hall) to Benjamin Holmes, Esq., Vice-President of the Company, and read in presence of the Directors and others, by the Mayor, John Crawford, Esq. Mr. Holmes briefly replied, thanking them for their courtesy and attention, which was in ?? with the conduct of a certain class who have thrown every obstacle in the Director's way, and pointing out the immense advantages which would flow to the country from connection by rail which had now been effected.

"The company then proceeded to Metropolitan Hall where a splendid dinner was served by Mr. Willson, (whose skill and taste in this line cannot be excelled) to which ample justice was accorded. The usual toasts were drunk and some capital responses were made. At ten minutes after four the company left Brockville on their return home.

"All parties speak in high terms of the superior qualities of the Grand Trunk Road. The track appears firm and substantial; the cars passing over it smoothly and with very little motion. The passenger cars are ample, strongly built, neatly finished, but without much gaudiness, having each a stove, which makes them very comfortable. Thus another important link, (of 125 miles) of the Grand Trunk Railway of Canada is completed, and the iron horse will now make its daily journeys over it from this time forth. The Contractors have much to be proud of in getting on with the work so rapidly. May nothing transpire to prevent the completion of the line to Toronto by the end of the year 1856."

Rumours have been current here for a short time back to the effect that arrangements were in course of formation for transferring the contract for the Brockville & Ottawa Railway to the Grand Trunk Contractors, and that it was intended to make the former a feeder of the latter. We have searched the reports of the proceedings at the opening of the Grand Trunk in vain for any reference to this matter. It strikes us that, at the diner in Brockville, a fitting opportunity occurred for bringing the matter into notice, were any such arrangements in contemplation; and the importance of amalgamating the Brockville & Ottawa Railway with the Grand Trunk might have been pressed upon the Directors of the latter with good effect. The opportunity, however, has been let slip, and may not soon occur again. Had any invitations to the dinner been sent to Perth, the matter would not have received the go-by in the way it has done; but our Brockville neighbours seemed to be so absorbed in getting a sight of the "iron horse" , that they entirely forgot the Perthonians. Even supposing the amalgamation aluded to has not been under consideration, no harm could be done by broaching the matter to the Directors of the Grand Trunk, and as the people of Brockville will have the best opportunities of doing so, it is to be hoped that they will see the necessity of at once taking action in the matter. A considerable portion of the line is now graded, and the ties are ready for laying. If not used they will soon be destroyed by the weather, and efforts should therefore be made to get the work proceeded with in the Spring. A comparatively small outlay would suffice to complete the road from Brockville to Perth and Carleton Place.

At the invitation of Sheriff Ruttan of Coburg and S. Keefer Esq., of the Grand Trunk Railroad, we enjoyed the pleasure of a ride on Saturday last, as far as Williamsburg in a car ventilated on a plan patented by Mr. Ruttan.

All who have travelled on railroads are aware of the annoyance arising from dust. They know that a mouthful of fresh air cannot be breathed in a crowded car unless by opening the windows, through which smoke and dust occasionally enter in quantities dense enough to all but suffocate the passengers. By Sheriff Ruttan's patent, those annoyances are likely to have an end.

It may be difficult to explain the principle of the new patent so as to make the reader comprehend it. At the end of the car on the roof, what is termed a receiving box is placed. This box is provided with two pairs of seld seating valves - these valves are placed so as to receive a current of air from whatever direction the car moves in. - the current opening one pair and shutting the other - the valves having all the appearance of small doors opening on hinges. The air enters by the open valves and is forced downward through a couple of flues along the bottom of the car along each side. The air is then carried over a tank in which is placed about 200 cubic feet of cold water. Over this tank are erected two upright dischargers resembling ornamental chimney tops. These dischargers have two openings, one towards each end of the car, placed about the height of a person's head when seated in the car. The quicker the car moves the greater the quantity of air forced into the receiving box, from which it is propelled over the water in the tank, (where it leaves all the particles of dust) up the dischargers, and the air is then discharged towards both ends of the car. There is thus a constant supply of fresh air regularly kept up, the air in the car being discharged every two minutes when the car is going at forty miles an hour. The foul air escapes at wire openings near the floor inside the car, and directly under the receiver box, and is carried off by a chimney, aftertraversing the whole length of the car. Dust is prevented from entering the cars by the windows by pressure of the air inside, which pressure is kept up by the air forced from the dischargers. Passengers, by this invention, enjoy a cool, somfortable ride, free from the unpleasantness attendant on breathing dust, snoke and foul air.

During the winter the dischargers are removed and a ventilating stove both heats the car and keeps the air pure, the heated air passing under the floor from one end of the car to the other, thus enabling the passengers to have their feet made comfortable by a constant stream of heated air.

On the short trip made in the company of Messrs. Rutan and Keefer, we had a very excellent opportunity of testing the invention and we believe we express the opinion of all who witnessed that and a previous trial, when we state that Mr. Rutan's patent is in all probability destined to be carried into general use in the railroads of Canada and the States, provided the invention can be put into operation at a reasonable expense.

The problem of ventilation has occupied Sheriff Ruttan's attention for a period of thirteen or fourteen years. He has spent thousands of dollars in experiments, and we sincerely hope that his present invention may meet all the desires of the public, and that the reward due to persevering labor may be speedily attained by the general adoption of Ruttan's patent for ventilating cars.

We may also mention that Mr. Keefer has made a suggestion to Mr. Ruttan respecting the situation of the dischargers. At present they occupy the space of a seat each. Mr. Keefer suggests to have them fixed close to the panneling of the cars, which would save the space occupied by them at present, and keep the current of air from discharging itself so near the heads of the passengers.

23/10/1856 *Brockville Recorder* *Kingston (CN)*

On October 27th inst., the Grand Trunk Railroad between Montreal and Toronto will be opened for traffic. People of Montreal to commemorate etc. More.

20/11/1856 *Brockville Recorder* *Kingston (CN)* *Lyn*

On Tuesday morning the G.T.R gravel cars started from Lyn with a number of workmen. Near Yonges Mills one of the wheels of a car broke, which caused the other cars to come into sudden contact with it. Three or four of the men became frightened and jumped from the cars, but unfortunately rebounded from the embankment and fell backwards on the track, when one of the men named Joseph Bend, was instantly killed by one of the wheels crossing his forehead. Another man, named Patrick Moore, had his leg cut off near the knee joint and died in half an hour after from loss of blood. A third man received some injury, but on Dr. Edmondson arriving, who was specially sent for, the injury was found to be of a very slight nature. The deceased were both residents of Brockville; Bond we believe was a native of England.

02/12/1858 *Brockville Recorder* *Kingston (CN)* *Kingston*

The railway from the depot to this city is progressing rapidly. The tract is made from the depot to the barracks and a large party of men are now grading the road at the intersection of Barrack street with Ontario street. The track runs within about three feet f the sidewalk on the north side of Ontario street until it crosses Queen street to the shore end of Mr. Gildersleeve's wharf. Workmen are now engaged demolishing the buildings in the way of the line, which runs through Mr. Hendrie's water frontage and the Hon. John Hamilton's requiring the demolition of some one or more of the latter's stone houses. Men are also employed in filling up the water space between the Fish Market and Seabell's wharf in crib work upon which the track is to be made. Considering the shortness of the time since the work was commenced, it must be admitted the contractors have made reasonable progress.

07/06/1864 *Ottawa Citizen* *Kingston (CN)* *Kingston*

A boy, about 14 years of age, the son of an Englishman, recently come to Kingston, was yesterday afternoon fishing by the Railway track, just above the Drawbridge, which had been opened to let a vessel through and not closed immediately afterwards as it should have been. Just at that time, the boy saw a train coming to town, and fearing and dreading the consequences, with a presence of mind and thoughtfulness beyond his years, ran up the bank and by shouting and gestures managed to catch the eye of the driver just in time, for by putting on the breaks, the train was providentially stopped very near the opened drawbridge. This happened between twelve and one o'clock. The boy, whose name is George Geary, deserves some notice at the hands of the company. Whig.

12/07/1872 *Ottawa Citizen* *Kingston (CN)* *Gauge Change Cars*

The Grand Trunk Railway authorities have recently issued a notice to the effect that the restrictions and difficulties existing hitherto at Port Huron, as regarded forwarding goods to the Western States, have at length been removed, and that the change of gauge cars of the Company enable it to ship goods, household effects, &c. to Chicago and other Western ports of entry without detention. All goods must be accompanied by an invoice and consular certificate, both of which are to be made out in triplicate.

22/05/1873 *Kingston Daily British Whi* *Kingston (CN)* *Kingston*

The Loop Line and the City Station

Yesterday afternoon the Mayor and corporation deputation with carriages met Mr. Brydges at the G.T. depot. He was accompanied by Messrs Hannaford and Spicer, of the G. T. Coy also. Under the civic escort the railway lions were driven into the city, along Ontario street, up Union street and the line of the proposed loop track for city passenger trains pointed out. The excursion was continued out as far as the Crystal Palace, and thence back to the G. T. Depot. The advantages of the new line and the arguments in its favor were well set forth. The City Committee had not definite proposal to make, of course, having waited for an offer from the G. T. Company. Mr. Brydges, therefore, promised to state within a week the terms on which the Grand Trunk Railway will build the line. The conference then ended, and let us hope for a favorable result.

City Council - Communication from C. J. Brydges, Esq., Managing Director of the Grand Trunk Railway, respecting the loop line. The following is the letter of Mr Brydges

Sarnia 26th May 1873

Dear Sir, I have been considering since I had the pleasure of seeing you the other day, the question of a track through the city of Kingston, so as to enable a passenger station to be established in the city, instead of where it is now. To carry out this would increase the distance trains would have to travel between Montreal and Toronto by at least two miles, as compared with the present line.

This in fact would be even more serious, because, having to run through so many streets the speed would have to be of necessity diminished, and I think it is not at all unreasonable to assume that in the event of a line being built through the city, as proposed, that it would lengthen the time occupied in the journey between Montreal and Toronto not less than half an hour.

It would require, of course, a line from the point where our present branch leaves the main line until the new line would strike it again, to be laid in a first class manner with steel rails. The distance would be not less than seven miles.

The cost of the rails and fittings for such a distance would be from \$70,000 to \$80,000. The cost of the construction work where it would leave our present branch until it again struck our main line would probably be from \$125,000 to \$130,000, and the construction of a station upon the property, which has been suggested, would require from \$30,000 to \$40,000, making it suitable for the city of Kingston.

It is quite certain, therefore, that the actual cost of operation of making this line would be not less than \$250,000 and in my judgment would be more likely to reach \$300,000, than to be done for \$250,000.

Of course the cost of such a work is entirely beyond the power of this company to undertake, coupled, as it would be with the additional distance and time involved in running the extra distance through the streets of Kingston. The extra distance, of course, means so much more railway to keep up and maintain, at an annual cost of \$600 to \$700 per mile per annum. That is the average to us of maintaining our railway. Seven miles at \$600 a mile would therefore amount to \$4,200 a year additional cost to us for working the branch railway, and in addition to this there would be the loss of half an hour in the time of every passenger train between Montreal and Toronto.

These various considerations present difficulties which render it doubtful how far it would be possible to undertake the work at all; but I am clear this company would not be justified in making the branch, and undertaking the responsibility of maintaining it, at the cost which I have named, unless the first cost is borne by the city of Kingston. Any sum of money that we might pay on account of the first cost would, of course, involve us in an annual charge for interest, and I am quite clear that the cost of maintaining the work if it were built, to say nothing of the extra distance run, would in practice reach \$5,000 a year, I could not recommend the Grand Trunk Company to spend any money in construction of the work itself.

The most that I should be prepared to do, and I foresee considerable difficulties even in this, would be to undertake to run our passenger trains through the city of Kingston in the manner you propose, provided the city will make the connection from the point where the present branch line would serve for the city line, including the rails, fittings, sleepers, ballast, and the passenger station, constructed according to plans that we may agree to, upon the price of ground which you pointed to me when I was in Kingston.

If, therefore, the city of Kingston will undertake to construct the line, lay it with steel rails from the point where it leaves our existing branch, until it strikes the main line again west of our present passenger station, I will undertake to lay the necessary steel rails from the present junction of our branch to the point where the new line would leave, using it for all through passenger trains of this company.

If this will meet the views of the authorities at Kingston I shall be prepared to enter into the necessary arrangements with the city to carry it out.

C. J. Brydges

Managing Director

Henry Cunningham, Esq.,

Mayor of Kingston

Moved by Alderman Price, seconded by Alderman Robinson, that the communication be referred to the Select Committee on the Loop Line. Carried

04/10/1873 *Ottawa Citizen* *Kingston (CN)*

Owing to the change of gauge which is being made on the Grand Trunk today, the Queen made a special trip to Grenville this afternoon for the accommodation of the travelling public to Montreal. She had a large number of passengers on board.

06/10/1873 *Globe and Mail* *Kingston (CN)*

Completion of the alteration of gauge.

The alteration of the gauge of the Grand Trunk Railroad to the standard American gauge was completed at three o'clock on Saturday afternoon, the time occupied in the alteration being the short period of about twenty-nine hours. A freight train left Montreal for the west at one o'clock on Saturday, and the whole system from Stratford to Montreal is now in thorough working order and available for general traffic. One of the most difficult portions of the work was the reduction of the various tracks in the station yards. This is occasioned by the multiplicity of diamond crossings, curves, and switches which are the necessary accompaniment of tracks so involved. In order to rapidly and successfully contend with the obstacles met at every point and curve, a large number of efficient workmen set to work in this yard, and early in the afternoon of Saturday the freight and passenger tracks were lessened. The grain track, over which there is not, in proportion, so much traffic, and some tracks of lesser importance were not finished until this morning, although a numerous body of men were engaged upon the work yesterday. The undertaking was greatly facilitated by the adjustment of the inside spikes at the required distance, along the track from the two extreme points. Some portions of the work were executed in remarkably short spaces of time. One overseer, Mr. Savane, of Brantford, whose headquarters were at Oshawa, narrowed his section of fifteen miles in two hours and a half. Mr. J.C. James, who had the most difficult section to reduce by reason of the frequent occurrence of curves, in consequence of which the rails had to be cut and otherwise altered, executed his work in three hours and a half. The overseer from whom the first telegram announced the completion of a section was Mr. Martin Connolly. The passenger traffic was opened this morning by trains leaving Stratford and Montreal at half past seven and seven o'clock respectively. Through communication has been opened by this much-needed change with the principle cities of the United States, and shippers of freight will reap the benefit by receiving their goods in better freight condition than was the case when much transshipment was necessary.

30/05/1874 *The Times, Ottawa* *Kingston (CN)*

A birth took place on the Grand Trunk yesterday between Cornwall and Prescott stations. The mother was one of a number of French emigrants who are about to take up their residence in Ottawa. She will remain in Prescott until her complete recovery.

12/11/1874 *The Times, Ottawa* *Kingston (CN)* *Lyn*

The Grand Trunk Railway is erecting extensive stock yards at Lyn, above Brockville, where all live stock will have to stop and be fed. This is a commendable act on the part of this company and sets a good example for other railway companies.

08/10/1880 *Ottawa Free Press* *Kingston (CN)*

The visit of Mr. Joseph Hickson to Great Britain has much to do with the prospects for a double track for the Grand trunk between Montreal and Toronto, and it is asserted with much confidence that this is a scheme certain to be completed within the next three or four years. It appears that all the bridges between Montreal and Toronto were built with double abutments with a view to a double track and that from an engineering point of view placing a double line between the two points is a very simple matter. After the double line is completed to Toronto the next stretch will be between Toronto and Sarnia. It is maintained that the Toronto and Ottawa road will, when built, not affect the Grand Trunk greatly, as arrangements will be made to run passengers from Ottawa over the Canada Central and Grand Trunk roads. Toronto World.

27/11/1882 Brockville Recorder Kingston (CN) Brockville

Fifteen small boys, ranging in age from eight to fifteen, were in line under the stern eye of the Cadi this morning to answer to a charge of disorderly conduct at the Grand trunk depot. these are the youngsters who take possession of a hand car in the yard on an occasional Sunday and create a regular nuisance. Twelve of them were fined \$1 each, two were found not guilty, and one was discharged on account of his extreme youth.

06/02/1883 Brockville Recorder Kingston (CN) Brockville

The Grand Trunk Express from the west was on time yesterday afternoon, a somewhat noteworthy incident.

30/05/1883 Brockville Recorder Kingston (CN) Brockville

Various stories have been told of dogs stealing rides upon (railway) cars. This morning, Conductor Murray and his brakeman experienced a case of this nature on their trip from Belleville eastward. A small dog was found lying on the truck under a car. The little cur, when the train came to a stop, would jump from its perch, but refused to be caught. When the train was ready to start, it took its place until reaching Kingston, when it jumped off and made its way as fast as it could run towards the city where its home no doubt was. How the dog managed to find such a location for its : journey is not known, and although every device was tried to secure it, and place it in the conductor's vans all means tried failed to secure this object. (Branchline).

08/06/1883 Brockville Recorder Kingston (CN) Brockville

Sixteen full car loads of emigrants passed through here yesterday going west, while a large number destined for points out north got off here. The latter party took possession of the second class waiting room at the depot and remained there until this morning? sleeping last night on the floor and benches. The room presented a curious sight during its occupancy. The poor creatures being huddled in like sheep and lying about the floor in groups. They were principally German. (Branchline).

12/06/1883 Brockville Recorder Kingston (CN) Brockville

About 25 Italians came across the river at noon today and went west this afternoon. They have been engaged as laborers on some of the Kingston and Pembroke railway contracts near Sharbot Lake. (Branchline).

23/06/1883 Brockville Recorder Kingston (CN) Brockville

An unusual press of matter upon our columns yesterday prevented the announcement of an accident in the Grand Trunk which, although not productive of loss of life, was nevertheless one of the most appalling nature. Workers putting in new ties just a few rods from the North Augusta Road crossing had not spiked two rail lengths when the western bound express was due. Just east of the point indicated the road takes a strong curve and this prevented the express from being flagged down. The men had barely time to leap to safety when the engine glided over the spot in safety but the tender, the express, baggage, two second class, two first class, the Pullman and one end of the dining car left the rails. William Guyotte, the baggageman, was somewhat crushed by a heavy trunk but was not dangerously injured. Edward Alien, express messenger, crawled out of a small mound of debris, almost scathless. One old lady passenger was somewhat shaken up but this constituted the list of injuries. (Branchline).

23/06/1883 Ottawa Citizen Kingston (CN) Brockville

The GTR express going west met with a serious accident at the semaphore just west of the Augusta Road. It seems that after the engine had passed the rather sharp curve the track spread and a number of cars were thrown from the rails. More.

24/06/1883 Brockville Recorder Kingston (CN) Lyn

Mr. McGovern of the G.T.R. requires forty men at once on the double track on the G.T.R. to whom \$1.35 per day will be paid and also required forty men to work at the Lyn ballast pit to fill cars. Steady work will be given from Monday next till 1st November.

18/08/1883 Brockville Recorder Kingston (CN) Brockville

Don't fail to take in the cheap excursion, via Grand Trunk Railway to Toronto and Niagara Falls on the 21st. The fare from Brockville to Toronto and back is only \$3.75: to the Falls and back, \$4.75. Passengers have their choice of routes from Toronto, either the popular GWR diversion to Hamilton and Falls, or the magnificent floating palace Chicora across the lake. This is the cheapest and best excursion of the season. G.T. Fulford will supply tickets and information.

17/07/1884 The Equity, Bryson Kingston (CN)

The Kingston and Pembroke Railway Company are at present grading their line within the limits of the village of Renfrew. Through trains will probably be running by November next. The new line will be a great boon to the farmers and lumbermen in that district, besides running in close proximity to some of the best lakes for fish and the best hunting grounds for deer in that county.

23/07/1884 Kingston Daily British Whi Kingston (CN)

Low Order of Dudes

They visit the city, they hail from Brockville, and they steal a dog.

On Sunday several young men came to the city from Brockville, returning to their homes per G.T.R. Mr. G. Powers and his spaniel, which he values as much as his right arm, accompanied them to the depot in a cab. One of the party, a former Kingstonian, asked Mr. Powers for the "purp." He was refused. On reaching the depot the visitors hurriedly boarded the train. Soon after Mr. Powers missed his dog, and as the train had not gone out he boarded it, but could not find the animal. He accused one of the visitors, the man who asked him for it, of taking the dog. He denied the charge. The train rolled off and Mr. Powers was a disappointed and sorry man. On Monday he telegraphed to one of the visitors several times but received no answer. Yesterday morning he sent a friend to Brockville, who captured the dog wandering about the town and brought him home. To recover his dog cost Mr. Powers \$10, and his friends here will bide their time and may yet get even with the dudes.

05/11/1884 Brockville Recorder Kingston (CN)

Rumour has it that the double line of track on the Grand Trunk Railroad between Kingston and Montreal has been temporarily abandoned. In the summer of 1883, many special trains ran, but tonight there were so few that extra accomodation is not regarded as necessary. Could this be due to competition from the recently opened Ontario and Quebec line. Ed.

19/01/1886 Kingston Daily British Whi Kingston (CN) Kingston

The Grand Trunk RR. Station

It Is Very Handsomely Fitted Up - Great Convenience for Travellers

The new Grand Trunk RR. Offices, at the corner of Ontario and Johnson streets, are completed, excepting the addition of sofas and settees which will arrive shortly. The internal arrangements of the building os very convenient. The furnishing is elaborate and pleasing to the eye. The gas fittings, by N. McNeil, are particularly tasty. The heating apparatus, put in by the same house, is a perfect job. A more evenly warmed establishment there is not in Kingston. Mr. D. Harold, of this city, was the foreman of the carpentering work, and T. McGuiness of the stone work. The waiting rooms will be decorated with maps, advertising frames, etc. A magnificent oil painting, 8x10 feet, has been placed over the office fireplace, representing an Allan Line steamer upon the ocean. This work is from the brush of Mr. Alex. Grant, a local artist. The station has already proven convenience for dozens of people, who visit nightly and await the arrival and departure of trains. The station is open night and day

14/07/1887 Rideau Recorder Kingston (CN)

Double Tracking of Grand Trunk Railway

Men are at work at three points on the double tracking operations of the GTR between Montreal and Toronto viz. between York and Scarboro, 3½ miles. There is already a double line between the city and York stations, 7½ miles. Before the close of the season, there will be 11 miles of double track from Toronto eastward. The other points are Gananoque to Lansdowne 9 miles, and from Coteau Landing to Montreal 36 miles. This is all of the double tracking to be done this year, about 52½ miles. The work will be resumed next year, and by the end of the third year, the whole distance will be covered between Toronto and Montreal.

01/11/1888 Brockville Recorder Kingston (CN) Brockville

GTR Work on Manitoba Siding

The work on the GTR double track between Brockville and Lansdowne is expected to be completed before the end of next week. The contractors, who have also the contract for lowering certain grades on the old road bed, have already begun that work, and the new track from the Manitoba siding to the Lyn crossing is now being used for general purposes. The grade in the heavy rock cutting this side of the Lyn station is now reduced. The contractors have a very large force of men at work and expect to push it through rapidly.

13/12/1888 Brockville Recorder Kingston (CN) Brockville

GTR Double Track Brockville to Lyn

Messrs John Ryan & Co expect to complete their work on the GTR double-track between Brockville and Lyn today and the line will be open for traffic between this town and Gananoque. The work on the double track between Brockville and Cornwall is now in progress and with that portion already completed between that town and Montreal it is confidently expected that by next fall the double track will be in operation from Montreal as far west as Belleville. The work of double tracking is also in progress eastward from Toronto but these are not expected to be completed next year.

08/02/1891 Athens Reporter Kingston (CN) Ballantyne

GTR Crash Near Ballantyne's Station, Norton D. Clow Killed

Between seven and eight o'clock on Sunday morning one of the saddest and most destructive accidents that has occurred on the GTR for a long time happened near Ballantyne's station about six miles east of Kingston, which resulted in the loss of at least one life, the serious if not fatal wounding of several others, and the total destruction of two mogul engines and eighteen freight cars and contents

The morning was foggy and the trains were within half a dozen car lengths before the drivers saw the impending danger, and although the engines were reversed, it was too late to avert the impending crash and the two trains came together with terrific force. The driver and fireman of the down train were found partially buried under the debris of their engines and were soon extricated from their horrible position. The driver of the up train was pitched clear over into an adjoining field having been thrown clear off the wreck. All the hands on the train were more or less injured, how seriously it is impossible yet to say.

When all the train hands had been looked after it was found that all were accounted for except Norton D. Clow, a brakeman on the up-bound train. He was riding on the engine at the time of the collision and when last seen was in the act of jumping. He was afterwards found under the debris and must have been killed instantaneously. He was a son of Hiram Clow, who resides near the cemetery, above Brockville and had only been employed about a year as brakeman although he had been employed at his trade of carpenter for several years by the company. He was about 23 years of age, single, steady and industrious and a member of the Brockville Lodge of Oddfellows. The accident was caused by the carelessness of the operator at Kingston as both the conductors had orders to proceed. It is reported that as soon as he heard of the accident that he packed his valise and left for parts unknown.

04/07/1892 Brockville Recorder Kingston (CN)

The Grand Trunk Rail inaugurated a new departure last week in the numbering of all their trains. This is done by an ingenious devise (sic) by placing metal figures on a bar in front of the headlight of the locomotive and will be much appreciated by the travelling public.

23/11/1894 Brockville Recorder Kingston (CN) Brockville

--The exact date was Saturday 17 November 1855 when the first train arrived from the "eastern city of merchant princes" with the Mayor of Montreal, members of the press and officials of the new line, there was a large number of enthusiasts on hand to receive them. The station superintendent, J.S. Martin, seems to have had charge of the ceremonies.

- those present, toasts etc.

26/01/1895 Brockville Recorder Kingston (CN) Brockville

By far the heaviest snowstorm of the season commenced this morning and at noon today was still in progress. When it started, a heavy north east gale was blowing and as a result, many of the railways were delayed. Between here and Lyn, the Grand Trunk express from Toronto had to go through some deep cuts where the snow was drifted to such an extent that only the tops of the smoke stacks could be seen. The CPR express from here to Ottawa was delayed but is expected to get through. Our citizens, knowing the condition of things on other roads, said the B&W train would not be seen here again until the first heavy thaw set in. However, "old reliable" pulled up at the Brockville station sharp on time.

January 28, 1895 - The effects of the terrible storm of the weekend have by no means passed away yet. Even "Old Reliable", the B&W railroad, came to grief this morning and has not yet left Westport. (Branchline)

01/02/1895 Brockville Recorder Kingston (CN) Lyn water

Mr. G. Cornish of Belleville, with his staff of carpenters is busy reconstructing the two G.T.R. water tanks at Lyn, used for holding water used in the stock yards.

12/07/1895 Eastern Ontario Review Kingston (CN) Kingston

Kingston wants the G.T.R. shops that are now located at Belleville and Brockville

01/10/1895 Canada Lumberman Kingston (CN) Cornwall

While a party of some forty lumbermen were on their way from Montreal to Peterboro, to work for J.W. Howry & Sons, of Fenelon Falls, they became somewhat hilarious as the result of too much fire-water, and at Cornwall one of them drove his head through a pane of glass in the car window, cutting his throat so badly that he had to be left behind for medical treatment.

21/10/1898 Ottawa Journal Kingston (CN) Lyn

Brockville Oct 21. The excitement over the attempted train wreck on the Grand Trunk between here and Lyn on Tuesday evening has not subsided, and although the police are working carefully on the case no developments have been made. Chief Rose hinted yesterday that a slight clue had been obtained, but further than that he would not say anything. It is possible that some arrests may be made before many hours. The railroad company has sent on Detective Holman to assist in the investigation.

16/08/1901 Brockville Recorder Kingston (CN) Brockville

Extensive improvements are about to be made in the G.T.R. shops by which the stone shop at William Street will be converted into what is called a running shed. At present the shop is constructed in a cruciform shape and contains a large turntable. Engines will be required by the new arrangements to coal up at the east end of the yard and leave the shops by the west end entrance. The changes are made necessary in order to expeditiously handle the two hundred engines a week that now are operated from this point.

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29/06/1906 Ottawa Journal Kingston (CN) Kingston

Italian Riot at Kingston

[Over 100 navvies employed by GTR strike for higher wages at Kingston Outer Station, not transcribed]

17/05/1907 Eastern Ontario Review Kingston (CN) Moulinette

Six cars on the G.T.R. at Moulinette were derailed one day last week and much damage was done.

07/12/1907 Chesterville Record Kingston (CN) Prescott

Two masked men at 3 o'clock Thursday morning threw two rocks through the ticket office window and covered the night operator, Gamble, and night baggageman Tyner, with a revolver. The robbers ordered operator Gamble to open the door. After entering the office the men were tied and the till rifled. They got about \$47 and escaped leaving the two victims bound.

Operator Gamble succeeded in releasing Tyner by untying the ropes with his teeth. As soon as released they gave the alarm to the police over the telephone.

NB. Not clear if this relates to GTR or CPR.

23/01/1908 Chesterville Record Kingston (CN) Lancaster

Tuesday morning about three o'clock two tramps who had been all the previous evening loitering about Lancaster station begging for help to get to Toronto obtained entrance to the GT ticket office here, annexed the contents of the till to the extent of about thirty dollars and made off with it.

24/01/1908 Eastern Ontario Review Kingston (CN) Lancaster

Robbery at Lancaster

Lancaster, Ont., Jan. 21. This morning at about three o'clock, two tramps. Who had been last evening loitering about the town and begging for help to get to Toronto, found entrance to the G.T.R. ticket office here and secured the contents of the till to the extent of about thirty dollars, and made off with it. They will not be hard to identify as one of them has a maimed hand, which he used in begging as a plea for help.

The station agent said that at a late hour two men, who both appeared to be perfect gentlemen, though a trifle shabby in appearance, appeared at the station door and asked for shelter from the storm. He had not the heart to refuse to share his roof with them, and so they made themselves comfortable on benches and went to sleep - apparently.

They roused up suddenly and pounced on him (the station agent) when he was least expecting it. After a terrific struggle they overpowered him and took the thirty-three dollars which was in the till, leaving behind them a small amount of silver. The police are hunting for the men.

21/02/1908 Eastern Ontario Review Kingston (CN) Morrisburg

Mr. G.E. Myers, station master of the G.T.R. at Morrisburg, dropped a key through a crack in the platform. When searching for the lost article he came across a complete set of burglar's tools including a couple of revolvers. Evidently a robbery was planned.

24/04/1908 Eastern Ontario Review Kingston (CN) Morrisburg

St. Isidore Man Jumped off Train

Casselman April 18. - While being taken to the Brockville asylum last Wednesday John Lalonde, an insane man fro St. Isidore in Prescott county, eluded his guard, and three miles east of Morrisburg, on the Grand Trunk Railway, jumped out of a window of the car while the train was going 45 miles an hour.

Constable E. Chevrier, of casselman, who was in charge of the demented man, had left him for a few minutes to wash his hands. Lalonde was hand cuffed at the time, and curious to say, no bones were broken by his fall.

The man was soon captured and he is now seriously ill in the brockville asylum from the effects of his wild leap.

04/09/1908 Cornwall Freeholder Kingston (CN) Greenfield

A west bound freight train (Grand Trunk's Ottawa Division) derailed last Saturday 2 miles east of Greenfield. 9 cars left the track and tore up the rails. Repairs were made quickly and trains were running that night.

04/12/1908 Eastern Ontario Review Kingston (CN) Cornwall

Dragged by Train

Brockville, Nov 27 - William Whitten, a G.T.R. fireman of this town, met with a painful and possibly serious accident at Cornwall this morning.

He was in the act of adjusting a lamp on the tender, missed his footing and fell to the ground. His shoulder caught in a brake beam and he was dragged for some distance.

He is fearfully cut and burned about the head and is now in the hospital here.

25/12/1908 Eastern Ontario Review Kingston (CN) Lancaster

G.T.R. Fireman Killed

Cornwall, Ont. December 22 - William Hargrave a G.T.R. fireman, died in the General Hospital here today of injuries sustained by falling off his locomotive on the River Raisin bridge, about a mile west of Lancaster. No one saw him fall off and the train had run several miles before he was missed by the engineer. He was found on the bridge by the section men, with his skull fractured and his leg broken. He was brought to Cornwall on the midnight express, and died about six hours later. His home was in Brockville, and he was about 23 years old

25/12/1908 Cornwall Freeholder Kingston (CN) Lancaster

On Monday last, an engineer for the Grand Trunk Railway experienced a tragic accident. Running westbound, he leaned out the window of the engine after passing Lancaster for unknown reasons. A second engineer whom was driving the locomotive at the time suddenly noticed that the worker had disappeared. He alerted the crew and stopped the train. The missing man was found behind the train on the Raisin River bridge, unconscious with a terrible head wound. He died the next day without regaining consciousness."

07/05/1909 Eastern Ontario Review Kingston (CN) Brockville

Om Monday last the C.P.R. express for Ottawa pulled out of the station in Brockville just as the G.T.R. train from Toronto was coming into the station. Four passengers were left at Brockville. The railway Commission will now find out why these passengers were left there.

13/07/1909 Ottawa Journal Kingston (CN) Brockville

GTR freight sheds partially destroyed by fire on Sunday.

20/07/1910 Brockville Recorder Kingston (CN)

GTR Men On Strike At 9.30 on Monday night all the conductors, trainmen and baggage men on the GTR, went on strike for higher wages. Trains were all delivered at the terminals, and then the men departed.

23/07/1910 Brockville Recorder Kingston (CN)

GTR Men On Strike Brockville had a sensational evening on Friday, the first of its kind in that peaceful town. Since the strike of the GTR it has been the practice of about thirty or more persons to visit the station and watch the trains come in. No one really noticed Friday night that the crowd was larger than usual. The Moccasin, from Montreal came in, and there was no trouble, then the Toronto local arrived, and the non-union men in charge were in Yardmaster Hatton's office, when suddenly a stone crashed through the window. Then all fury broke loose. There was yelling, and cursing, and fighting, a truck was shoved against all the windows breaking them, then a hose was directed inside on the occupants, soaking them. The men were finally forced to come out of the building, as they were told if they didn't come out they would be burned out. As soon as they appeared they were set upon by the crowd. Engineer Szammer was hit in the head, and the blood began to run down his face. Constable Hourigan was beaten and Constable Dyer tripped and kicked. Everyone was fighting everyone else, friend and foe alike. The fire department was called and they added to the confusion. Word was sent to Prescott and Kingston to hold all trains, and about 2:30 am someone thought to call out the militia. They were on duty by 4:30 and in short time had the station building in their possession, and had cleared the yards. Mr. Wilcox, Mr. Manseau and Mr. Course were so badly beaten up they had to be taken to hospital. Three men were arrested for causing a riot.

18/08/1910 Chesterville Record Kingston (CN) Brockville

Today two heavily loaded coal cars broke away from a string of cars being pushed into the GTR coal chutes. They crashed through the east end of the building and fell to the ground below, a distance of sixty feet. Several piles were torn away, besides a large portion of the structure entailing a loss of upwards of \$2,000. The main line was blocked with coal and debris. A yard man standing on one of the cars, giving signals to the engineer narrowly escaped being caught in the wreck. He saved his life by jumping.

25/11/1910 Ottawa Journal Kingston (CN) Gananoque

A fire started here at one o'clock this morning in the Thousand Islands Railway shed causing upwards of \$2,000 damages. It is not know how the fire started. The flame was discovered in the wooden partitions. In a short time the roof was on fire. The volunteer brigade was soon on the scene and within half an hour the fire was under control. Fortunately the walls of the building are of concrete otherwise the whole building would have been destroyed. The loss is covered by insurance.

21/06/1912 Eastern Ontario Review Kingston (CN) Brockville

Brockville Ont., June 15 - The G.T.R. is about to start the erection of new shops on property purchased a few years ago adjoining the Manitoba yards, and north of the coal chutes. The new buildings will have accommodation for forty-seven engines. One of the present shops will be used in addition to the freight shed and the others will be torn down to make way for a new station at the head of Buell street.

25/10/1912 Eastern Ontario Review Kingston (CN) Lancaster

Engineer (sic) Beheaded

Cornwall, Ont., 22 - the body of John M. Clarke, a brakeman on the Grand Trunk railway, who was killed near Lancaster, was brought to Cornwall Sunday morning, and sent to his home at Thousand Islands Junction. Deceased, who was between 40 and 45 years of age, was in the cab of the engine when the train was nearing Lancaster, and he was looking out of the cab as he thought he saw smoke which would indicate a hot box. Just as he was doing this the train crossed a steel bridge near Lancaster, and Clarke had his head taken almost off, death being instantaneous.

17/02/1914 Rideau Record Kingston (CN) Kingston

A sleigh load of young people returning from a dance in the county near Kingston was struck by a train at a railway crossing. One young man was killed. Three others suffered fractured skulls and may die; another had a leg cut off while several more were more or less seriously injured.

05/03/1914 Chesterville Record Kingston (CN) Prescott

During the momentary absence of the operator from his office at the Grand Trunk Railway station at Prescott on Thursday forenoon some person or persons entered and took \$58 the contents of the cash drawer, and absconded, presumably across the river on the ice.

The manner in which the entry into the office was made is shrouded in mystery, as the operator locked the door on his exit and it was found locked when he returned.

Three suspicious looking tramps were found in the waiting room but no money was found on any one of them upon being searched.

13/03/1914 Eastern Ontario Review Kingston (CN) Brockville

The G.T.R. Shops

Brockville people feel nervous to-day owing to the report that the G.T.R. has purchased a large tract of land in Prescott for the purpose of constructing a roundhouse and car shop. Brockville is at present the divisional point, and a considerable portion of her population finds employment on the railroad. Should the change be made, it is said that town will lose about one hundred and fifty families, who will have to follow the railroad.

From the Railway Commission The Free Press learned that there was doubt whether the G.T.R. could be prevented from making this alteration, but G.T.R. officials in authority here claim to be in possession of no information in the matter.

"It is not in my district," stated the superintendent, "so I have not been consulted. I cannot see however, that the change would do either place much harm or good. They are both goodsized places."

19/03/1914 Rideau Record Kingston (CN)

For bantering two G.T.R. trainmen to induce them to take a drink of whiskey, John E. Connor, a Marlbank drover was fined \$10 and costs in the Brockville Police Court. Connor with a load of cattle, boarded the train at Napanee under the influence of liquor, and when the conductor and the rear brakeman refused to partake of some whiskey with him he accused them of theft and used grossly insulting language until Brockville was reached where he was handed over to the authorities.

09/04/1914 Rideau Record Kingston (CN) Brockville

Still Has Hope

The Brockville Recorder still has hope that the Grand Trunk shops are not to be moved from there to Prescott and fastens on every little movement of the railway officials as a feeder of its hope. It is quite set up because the superintendent of motive power came there this week and looked over the shops, and says that an announcement will be made in Montreal next week deciding the question of the location of the terminal. Meantime men are at work on the new shops down in Prescott. It reminds us of the story of a minister who got a call to a better parish than the one he had but he affected to be undecided about going. He replied that his father was undecided but his mother was packing up. The Recorder seems to think that the company is undecided but all the same Prescott is packing up.

10/04/1914 Eastern Ontario Review Kingston (CN) Prescott

Prescott, Ont., April 3. - Preliminary work in connection with the transfer of the round houses, shops and other works from Brockville, making this place the terminal point of the Grand Trunk railway, was inaugurated to-day by the extension being made at the freight and passenger depots. Work is in operation at the station on a larger platform connecting the two departments - freight and passenger - which will facilitate the handling of the many requirements at that point. It is anticipated that the next week or so will see activities in this connection here on a large scale.

21/05/1914 Rideau Record Kingston (CN) Brockville

Aubrey Yeomans, aged fifteen of Brockville ran away from his home. After riding about for a day or two in box cars, he was arrested on Monday in the railroad yards at West Toronto. He is being held as a vagrant, awaiting the arrival of his parents.

12/02/1915 Eastern Ontario Review Kingston (CN) Coteau

Brockville, Ont., Feb 7 - A Brockville Grand Trunk Railway brakeman named W. Saundercook met his death last night on the line at Coteau. The train upon which he was working was pulling away freight from the junction when Saundercook was missed, and a search revealed his mangled remains alongside the track. The supposition is that he slipped and fell from the top of a car.

26/05/1916 Eastern Ontario Review Kingston (CN) Morrisburg

Terrible accident.

Brockville. - May 24 the Toronto mail train coming west today struck a buggy at the Morrisburg public crossing containing Clinton Casselman and his three daughters Olive Gladys and Christy. The last mentioned two were almost instantly killed by the impact. Casselman and his youngest daughter Olive were thrown clear of the express and on being brought to Brockville hospital for treatment it was found that Casselman besides having minor cuts and bruises suffered a fractured hip. His daughters jaw was broken and one leg fractured. The doctors hold out good hopes of recovery notwithstanding that the patients are badly shocked.

Casselman resides at Williamsburg and was going to Morrisburg to attend a holiday celebration he did not see the approaching train until too late to stop.

02/06/1916 Eastern Ontario Review Kingston (CN) Cornwall

Cornwall May 26 - The second railway fatality in this district this week occurred at Summerstown this morning, when James Brennan, the twelve-year-old son of Joseph Brennan, was instantly killed by the eastbound Moccasin train while endeavoring to cross the track. Dr. A. Ross Alguire, Cornwall, Coroner, and Chief of Police Smythe were notified and a jury visited the scene of the fatality and then adjourned until Friday, June 2, to meet at the court house here.

02/02/1917 Eastern Ontario Review Kingston (CN) Coteau

Fatal Accident at Coteau

A fatal accident occurred at Coteau on Jan. 16, which resulted in the death of Alexander Lauzon. The young man was boarding the Toronto train and slipped under the platform and was dragged 175 feet. He had his scalp taken off, arm bruised and suffered other severe injuries from which he died that evening, never regaining consciousness. Deceased, who was 21 years of age, was a son of the late Alexander Lauzon of Coteau Junction, and a brother of Mrs. Edward Lavigne of Cornwall. The remains were taken to Williamstown and interred beside those of his father. A number of floral and spiritual bouquets were sent by sympathizing friends,

18/04/1919 Eastern Ontario Review Kingston (CN) Brockville

Brockville, Ont. April 14. A car which reached here last night from the east over the Grand Trunk was discovered when the train reached Coteau to have been tampered with by thieves. An examination made here revealed that several raincoats and a large quantity of tobacco was missing

06/06/1919 Eastern Ontario Review Kingston (CN) Cardinal

Mr. P. Jousse and Mr. P. Hewitt were visitors to Brockville this week. They were returning home on the G.T.R. last Tuesday afternoon when the train suddenly left the track and four coaches were overturned. Several persons were cut and bruised but only one seemed to be seriously injured. The accident occurred near cardinal about 3.30 o'clock on Tuesday afternoon.

30/04/1920 Eastern Ontario Review Kingston (CN)

On a Grand Trunk train leaving Kingston the other day quite a sensation was caused by the rumor that a newly-married couple on board were Douglas Fairbanks and Mary Pickford. The joke was started by a train official, and a large number of the passengers circulated through the car to get a glimpse of the highly oaid movie stars, whose recent experience with the divorce court has given them additional notoriety,

11/02/1921 Eastern Ontario Review Kingston (CN) Coteau

Ice on the St. Lawrence for use on the Grand Trunk at Coteau Junction is now being harvested at Valleyfield, Que., and being stored at Coteau.

01/04/1921 Eastern Ontario Review Kingston (CN) Cornwall

On Saturday night Provincial officer McCready caught a young man named Charles S. Etrang, of Montreal taking a drink of liquor out of a bottle while on a Westbound train. He was taken from the train at Vornwall and appeared before Police Magistrate Cline on Monday morning and was fined \$100 and costs or three months in jail. The fine was paid.

27/05/1921 Eastern Ontario Review Kingston (CN) Brockville

For stealing a ride on the blind baggage of a G.T.R. passenger train from Toronto, a tramp was fined \$7 and costs by the Brockville police magistrate.

24/02/1922 Eastern Ontario Review Kingston (CN) Brockville

The Grand Trunk is importing ice from Island Pond, Vermont, for its car service department, the first car load arrived in Brockville. Surely there is plenty of ice in Canada.

03/03/1922 Eastern Ontario Review Kingston (CN) Brockville

Work has begun on the plant of the Eugene Phillips Electrical Works in Brockville, and sidings are being laid out by the engineer of the Canadian National Railway.

04/08/1922 Eastern Ontario Review Kingston (CN) Lansdowne

Norman Meldrum, of Belleville, a G.T.R. brakeman. Slipped between cars near Lansdowne and was instantly killed.

11/08/1922 Eastern Ontario Review Kingston (CN)

To economise coal Grand Trunk engines on passenger trains are now run through between Montreal and Belleville - 222 miles - instead of changing at Brockville as has been the custom.

11/08/1922 Eastern Ontario Review Kingston (CN) Brockville

Thos. Callaghan, a marine fireman belonging to Toronto, who was found riding the blind baggage on the G.T.R. by Constable Riepart of the railway force, was fined \$2 and costs of \$5.23 by Magistrate page in Brockville, and given two weeks to pay upon the understanding that he leave town immediately.

18/08/1922 Eastern Ontario Review Kingston (CN)

When driving a freight train on the G.T.R. west of Prescott, Engineer P.W. Logan noticed a handbag a few feet from the track, and picking it up delivered it to the agent at Brockville. The bag belonged to a lady from Hamilton, who lost it from the International Limited four days previously, and with its contents, which were of considerable value, was restored by the company to its owner.

08/09/1922 Eastern Ontario Review Kingston (CN) Brockville

To relieve the coal shortage cordwood has been shipped from Bainsville and other points to Brockville to be used in firing stationary boilers.

06/10/1922 Eastern Ontario Review Kingston (CN) Coteau

The value of Grand Trunk first aid training was demonstrated in a striking way at Coteau Junction when a telephone message was received by locomotive Foreman Maw, at the roundhouse, that the little son of J.D. Fletcher, Grand Trunk brake man, had swallowed poison. The parents of the child were unable to obtain medical assistance, the local doctor being absent and Foreman Maw promptly summoned one of the roundhouse men skilled in first-aid work. Mounting an engine, the foreman and his assistant reached the residence of Mr. Fletcher within a few minutes and first aid treatment was promptly rendered to the child, this resulting in saving the little boy's life, and he has now on his way to recovery.

27/10/1922 Eastern Ontario Review Kingston (CN) Morrisburg

A few days ago Grand Trunk passenger train No. 10 struck a herd of cattle on the tracks one and a half miles east of Morrisburg, and killed eight of them. There were ten animals in the herd.

17/06/1926 Ottawa Citizen Kingston (CN) Lancaster

Account of a crossing accident at Lancaster in which one man was killed and one injured.

09/09/1927 Ottawa Citizen Kingston (CN) Lansdowne

C.N.R. Train Derailed Owing to Split Rail
Belleville. Sept 9.

Believed to have been caused by a split rail, Canadian National Railways train No. 17, which left Montreal for Toronto at 11 o'clock last night, was derailed near Lansdowne, east of this city, early this morning. Three Pullman coaches and a business car belonging to a foreign railroad left the rails but remained upright. None of the passengers or train crew was injured.

The engine, tender and the front cars all passed the danger point safely. Pullman coaches at a nearby point were requisitioned and the passengers in the derailed cars transferred to these to continue the journey to Toronto.

06/07/1928 Ottawa Journal Kingston (CN) Cardina;

Freight Wreck Causes Big Rush On the Chateau

Eight cars of Westbound C.N. Train Derailed Near Cardinal - Olympic Team Delayed Here

The derailment of eight cars of a westbound Canadian National freight train near Cardinal station late last night, blocking both tracks of the main line, caused an interruption to main line traffic, it being necessary to route four passenger trains via Coteau Junction, Ottawa and Napanee pending the re-opening of the line early this morning after several hours' work by a wrecking crew from Montreal.

After one freight car had broken in two, several others piled up in the wreck effectively blocking all main line traffic.

As a result of the derailment some 600 passengers of the four trains were guests of the Chateau Laurier unwittingly. All the trains were from three to five hours late, so that the passengers were taken to the Chateau on their arrival in Ottawa and given their breakfasts free. Joseph Van Wyck, the manager of the hotel, said the sudden influx of guests did not cause any inconvenience.

Among passengers of the delayed trains were the members of the Canadian Olympic team who were scheduled to arrive in Montreal to be guests at a big dinner tonight.

Two trains from Montreal to Toronto were delayed, along with two from Toronto to Montreal. These trains arrived in Ottawa at 6.35 and the last car left at 8.35. Before noon the main line was clear.

The derailment caused the four trains to be brought to the Capital. They were hauled by the big 6,000 class engines, the biggest of their kind in Canada. It was the first time that these huge engines pulled into Union Station here.

25/11/1929 Ottawa Journal Kingston (CN) Aultsville

C.N.R. Main Line Still Blocked

BROCKVILLE Ont. Nov 25. Main line traffic on the Canadian National Railways was still completely tied up this morning as the result of a serious freight derailment at Aultsville station yesterday afternoon, when fast freight No. 490 from Brockville for St. Albans, Vt., left the rails. Some of the 22 cars that were derailed crashed into the station building, also wrecking the express shed located to the east. All night passenger trains were routed by way of Ottawa and Napanee and wrecking crews were still engaged at the scene endeavoring to clear the line.

02/06/1932 Ottawa Citizen Kingston (CN) Kingston

Queens Teacher has tragic death

Professor A. Brooker Klugh, of Queens University staff is dead tonight of injuries sustained this afternoon when a car in which he was a passenger was struck by a Canadian National Railways train at a crossing on Division street. Mrs. Klugh escaped injury.

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<http://news.google.ca/newspapers?id=Te8uAAAIBAJ&sjid=RdsFAAAAIBAJ&pg=6504,4894995&dq=train+railway+railroad&hl=en>

18/01/1933 Brockville Recorder Kingston (CN) Brockville

The Technology Review, published in Boston, states that the fastest haul on the North American continent is the Canadian National Railways' 'International Limited', flying between Montreal and Toronto and passing here at an average speed of 55.6 miles per hour. Next is the New York Central's '20th Century Limited' making 53.4 miles per hour between New York and Chicago.

14/08/1933 Brockville Recorder Kingston (CN) Brockville

One of the railway landmarks of this community - the old brick roundhouse of the Canadian National Railway at the head of Buell Street, is about to be demolished in view of the fact it has outlived its usefulness and is no longer suited to the needs of motive power in service on the railway. The roundhouse, with its covered turntable, dates from about 62 years ago and for many years was used for the accommodation of the small but powerful locomotives that hauled trains on the main line of the Grand Trunk.

29/12/1933 Ottawa Citizen Kingston (CN) Brockville

Freight cars leave the rails at Brockville.

Traffic disrupted but no one injured.

CNR traffic east and west through Brockville was disrupted about 10 o'clock tonight by a derailment of two cars on an eastbound freight train about four miles east of Brockville. No one was injured in the derailment, There is a double track on this line and both were blocked by the derailed cars. It is expected that the road will be cleared in three or four hours. In the meantime, traffic is being rerouted via Ottawa and Smiths Falls.

http://news.google.ca/newspapers?id=_usuAAAIBAJ&sjid=H9sFAAAAIBAJ&pg=3588,4133198&dq=train+railway+railroad&hl=en

Derailement Due To Cold Weather
East and West Bound Tracks of C.N.R. Near Brockville Blocked.
Special to The Journal.

BROCKVILLE. Ont. Dec.29. The intensely cold weather, experienced in Brockville and district tonight is held to blame for the derailment of two freight cars on the CNR tracks, four miles east of this town, near Maitland. The cars left the tracks in such a way as to block both the east and west-bound tracks of the main Toronto-Montreal line. Wrecking crews summoned quickly to the scene soon had the west-bound track cleared, but traffic going to Montreal had to be diverted by way of Smiths Falls along the Canadian Pacific tracks to the metropolis. The "pool" train from Toronto, normally due at Montreal at 10.30 o'clock last night is not expected to arrive at its destination until 3 am. tomorrow, having to be re-routed by way of Smith Falls.

12/02/1934 *Ottawa Journal**Kingston (CN)**Aultsville*

Direct Trains Unaffected
Trains running direct from and to Ottawa were not affected by the derailment at Aultsville, which is on the main line of the C.N.R. 65 miles southeast of Ottawa and 15 miles west of Cornwall.
All through trains between Montreal and Toronto were detoured to Ottawa, westbound traffic at Coteau, eastbound at Brockville.

25/04/1934 *Ottawa Citizen**Kingston (CN)**Cornwall*

Narrow escape for engine crew
Blowout of boiler bolt sends steam hissing into cab.
Cornwall April 24. When a bolt blew out of the boiler of the huge locomotive pulling the fast Maple Leaf Canadian National Railway passenger train here today members of the engine crew miraculously escaped serious injury or probable death. The cab of the engine was filled with live steam and the men were forced to make their escape by standing on an outside platform of the locomotive. The engine ran wild for a short distance, but the engineer succeeded in reaching the throttle through the cab window and the train coasted into the yards of this city.
No definite reason for the cause of the blowout has been arrived at and it will be a difficult matter to determine. According to railwaymen here, the accident is a very rare one and is considered to be quite dangerous. Fortunately the bolt which blew out on the locomotive of the Maple Leaf was near the floor of the cab. At a point about a mile east of this city, members of the engine crew heard a dull pop and steam hissed out of the bolt hole, backed by a pressure of 275 pounds. Except for being drenched by water and blackened by smoke, Engineer Paul Lalonde and the fireman were uninjured. J. Hamilton, a spare fireman, was slightly burned on the legs.
The train was delayed for about an hour after its arrival here at 11 o'clock this morning and then was taken to Iroquois by the engine of a way freight. There it was met by a passenger locomotive from Brockville.

23/03/1935 *Ottawa Citizen**Kingston (CN)**Iroquois*

At an inquest into the death of Thomas Gollidge held in W.E. Fitzsimmons undertakinf parlours today, the jury returned the following verdict: "That he (Gollidge) deliberately threw himself in front of the way freight on westbound track about 4.25 on the afternoon of the 18th day of march, 1935, between mile posts 102 and 103 on the Canadian National Railways and we consider his death unavoidable by the train crew."
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20/05/1935 *Ottawa Citizen**Kingston (CN)**Morrisburg*

Morrisburg, May 18. Garnet Hutt sectionman on the Canadian National Railway here was instantly killed at noon today when struck by the C.N.R. train, the Maple Leaf Flyer, a short distance east of the local depot. He was seen by Wesley Smith, gateman at the Ottawa-Morrisburg crossing with whom he had been in conversation shortly before, to drop a basket he had in his hand, wave his arms and fall directly in front of the speeding train as it roared into Morrisburg yards. It is believed a sudden seizure made him fall.
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04/10/1935 *Ottawa Citizen**Kingston (CN)**Brockville*

No blame attached to fatal injury to railway worker at Brockville
Brockville Oct. 3. A verdict of accidental death was returned by a coroner's jury here tonight inquiring into the death of Joseph Fabien Walker, of Coteau du Lac who was killed on the Canadian National Railways here on Sunday morning September 29. Walker had been employed at the yards of the railway here for some months past as a car inspector.
Coroner Dr. E.J.F. Williams, Brockville, presided and sworn statements of Conductor Andrew Shea, of Montreal, in charge of second freight train No. 492 under one of the cars of which Walker's body was found, and also by Brakeman Normal McAskill of the train crew as well as the night yardmaster, H.E. Caldwell, and other employes who were on duty at the time, were heard.
The train was halted for a sticky brake and in stopping a knuckle was broken near the front and it was decided to brake (sic) the train in order to clear a public crossing. A yard engine on the rear end of the train was signalled to shove in the slack, in order to brake the train and from the evidence submitted it is believed that Walker was attempting to go under the train when the slack was being taken in and was caught by the 11th car from the rear end, fracturing his skull and killing him instantly. No blame was attached to anyone in the verdict of the jury and the Canadian National Railways was represented by W.C. Mills, claims agent, Montreal, at the inquest.

26/01/1938 *Ottawa Citizen**Kingston (CN)**Lanc*

Accidental death verdict returned. Car ran into train at Lancaster.
<http://news.google.ca/newspapers?id=of0uAAAIBAJ&sjid=ytsFAAAAIBAJ&pg=3242,558312&dq=railway+railroad+train+cnr+cpr&hl=en>

04/03/1938 *Ottawa Citizen**Kingston (CN)**Maitland*

A. Towsley, of Ottawa, today possesses as a souvenir an automobile crank, all he has to show after his car was struck by a Canadian National Railways passenger train No. 14 eastbound to Montreal at the level crossing north of Maitland village yesterday afternoon.
Towsley was proceeding south on the county road leading to provincial highway No.3, when his car stalled on the level crossing on the main line of the Canadian National Railways. He got out of the car with the crank in his hand to start the motor and looking westward noticed the approach of the passenger train in charge of James Manseau of Montreal. The train was estimated to be travelling between 50 and 60 miles per hour.
The Ottawa man was well clear of the tracks when the locomotive struck his sedan which was completely demolished, leaving the owner with the crank. The wreckage of the car was removed by a wrecking truck belonging to a Maitland garage. The accident was investigated by Provincial Constable Harris of the motor cycle patrol.

Alexandria - Brakeman killed in fall as train crossing bridge.

Frank C. Schaffer, aged 53, of Brockville, a brakeman for the Canadian National Railways was instantly killed near Lancaster tonight when he fell from the cab of a fast freight as it was crossing the bridge over the Black river, one and a half miles west of Lancaster. The man's body was found crushed between two girders of the superstructure of the bridge. Dr. T.O. McLaren of Lancaster, coroner, released the body and it was taken back to Brockville.

Lost his grip.

J.P.W. Smith, of Brockville, the engineer, saw Mr. Schaffer, who is front end brakeman, open the door and look back along the side of the train and then the man lost his grip and disappeared into space. Smith immediately stopped the train and then backed up to the bridge where the body was found. The accident occurred about 8.50.

W.J. Schaffer, conductor in charge of the train, and a brother of the deceased and Sam Easter, fireman, were the other members of the crew.

Dr. McLaren stated that an inquiry into the fatality would be held in the week. Provincial Constable J. Berry of Alexandria investigated the accident.

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Brockville - Frank Schaffer resided here at 58 Abbott street and was well known in town. He was formerly a conductor and had been with the C.N.R for many years. He is survived by a wife, two daughters and as son as well as his brother living here. Funeral arrangements have not yet been made.

18/08/1938 *Ottawa Citizen**Kingston (CN)**Kingston*

First visit of Roosevelt to Ontario Marked by Enthusiasm at Kingston.

Prime Minister Mackenzie King was among the first on the station platform to greet President Franklin Roosevelt who the head of the United States government arrived here in his special train. Spontaneous cheers broke from the crowd as the President left his private car "marco Polo," at 10.45 e.m. (E.D.T.) more.

<http://news.google.ca/newspapers?id=uPEuAAAAIBAJ&sjid=1tsFAAAAIBAJ&pg=4234,3409990&dq=railway++railroad++train++cpr++cpr&hl=en>

19/08/1938 *Globe and Mail**Kingston (CN)*

Brockville. After having discharged President Roosevelt and party at Kingston the special train in which they travelled from Washington reached here at 12:10 this morning and proceeded immediately to Cornwall for transfer via the Roosevelt Bridge for transfer to New York Central Lines and thence to Clayton where the President re-boarded it at 6 o'clock for Hyde Park.

Reaching here, the train of seven coaches was in charge of Conductor Milner of Toronto with Engineer Fairman of Belleville, at the throttle.

Leaving here for Cornwall, Locomotive 6402 was driven by Engineer Ernest Ross of Brockville, with A.W. Andress, also of Brockville as fireman.

01/05/1939 *Ottawa Citizen**Kingston (CN)**Brockville*

Royal train seen making test run

Brockville April 30. The train on which Their majesties will make their Canadian tour was in Brockville this morning for an hour. The train made up of 13 coaches, six in royal blue and the other seven in green, made a trial run here and return to Montreal. the train arrived at 8.30 and left on the return trip at 9.25. the six royal blue coaches included the two which will be used personally by Their Majesties, these being distinguishable by the Royal Coat of Arms on the side, the other four to be used by the suite carrying the Crown and G.R. VI on the side.

the green coaches were part of the pilot train which will precede the royal train and will carry newspapermen and other officials. The train was hauled by locomotive No. 6028 of the C.N.R. and was painted in blue and gold. Engineer James Spence of Montreal was at the throttle for the run both east and west.

Conductor C.A. Moore and Brakemen A. Mainville and L. Aldrig of Montreal were in charge for the run to Brockville while J.E. Ryan, conductor, Brockville: C. Capper of the same place and O. Lurette, Montreal, were the brakemen on the return trip. R.C. Johnston, general superintendent of the Montreal division of the C.N.R. was in charge of the railway officials making the trip.

12/05/1939 *Ottawa Citizen**Kingston (CN)*

Cornwall and Brockville to see the Monarchs

Royal train will slow down when passing through these cities and King and Queen will take places on observation platform.

<http://news.google.ca/newspapers?id=PY0vAAAAIBAJ&sjid=6tsFAAAAIBAJ&pg=7225,1615609&dq=railway++train++railroad++cpr++cpr&hl=en>

20/05/1939 *Ottawa Citizen**Kingston (CN)**Brockville*

Royal train will slow down passing Brockville station

Brockville May 19. Word was received at the municipal office this morning that the royal train bearing Their majesties from Ottawa en route to Kingston will not stop at the Union station here Sunday afternoon. The official word from Dr. Keenleyside, chairman of the inter-departmental committee on the royal visit stated the train would pass the station at a slow rate with Their majesties standing on the platform of the rear car thus enabling those congregated at the station to gain a good view of the royal visitors.

May stop in yard

Information at the Canadian National Railways covering the visit of the royal train and the pilot train is that both trains will stop in the Brockville C.N.R. yards for inspection and to take coal. These yards are located half a mile west of the station where great preparations had been made to greet Their Majesties in a stop of 10 minutes. However, the 2,000 school children and civic officials will be in their places when the train passes the station while hundreds of people are likely to catch further glimpses of the train and its noted passengers as it stops for coal, inspection and change of crews.

The information received by railway officials here stated both trains will take water at Morrisburg, thus cutting the stop in the railway yards here to a minimum. The pilot train is due in at 6.02 o'clock daylight saving time. The royal train is scheduled to arrive in the railway yards at 6.32 o'clock daylight saving time. The trains will depart en route for Kingston as soon as inspection and coaling operations have been carried out.

22/05/1939 *Ottawa Citizen**Kingston (CN)**Kingston*

Royal visit - Kingston

<http://news.google.ca/newspapers?id=QY0vAAAAIBAJ&sjid=6tsFAAAAIBAJ&pg=7041,2410419&dq=railway++train++railroad++cpr++cpr&hl=en>

25/05/1939 *Ottawa Citizen**Kingston (CN)**Cornwall*

Waiting for a glimpse of royalty. Includes picture of Cornwall station.

<http://news.google.ca/newspapers?id=Qo0vAAAAIBAJ&sjid=6tsFAAAAIBAJ&pg=7283,2664698&dq=railway++train++railroad++cpr++cpr&hl=en>

Mystery surrounds the death of Andrew Dufresne, 21, of Lancaster, who was found lying fatally injured by the side of the tracks a mile west of the village at 6.44 D.S.T. this morning by the crew of the Canadian National Railways train No. 16.

Dufresne, who was a guard on the C.N.R. bridge at that point died of a compound fracture of the left side of the skull in the Hotel Dieu hospital, Cornwall, at one o'clock this afternoon.

Police believe he was struck by a train, but are investigating the possibility of foul play.

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The crew of No. 16 train found the man lying by the side of the tracks near the bridge which he had been guarding, and took him aboard, returning to Lancaster and summoning Dr. Dehaite. The injured man, and the physician, were then placed on a freight train and rushed to Cornwall at once, where Dufresne was admitted to the Hotel Dieu hospital. His death, which was expected, occurred at one o'clock this afternoon.

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Gordon Murphy, 65-year-old Moulinette farmer, was instantly killed at noon today while driving a land roller across the level crossing at Moulinette, about six miles west of Cornwall. Murphy was on his way to his farm when the roller was struck by a westbound way freight. He was sitting on the seat, driving the team, and was hurled several feet when the engine struck the roller. The train was said to be going at a moderate pace at the time. Murphy's head was badly crushed and one leg was severed. He was dead when picked up. One of the horses was killed. It is not yet known whether Coroner Stewart will hold an inquest. Murphy was a married man and leaves his widow and a grown-up family.

Montreal. William Eccles of Montreal, engineer on an eastbound express and passenger train, was killed today when his train collided with derailed cars of a westbound freight train 1 1/2 miles east of Cardinal, Ont., Canadian National Railway officials announced here.

The 95-car freight train was just abreast of the eastbound train on double tracking when about 25 cars were derailed. The eastbound train collided with the cars. A fireman, W. Houle, of Verdun, Que., was "slightly injured," but there were no passengers hurt, railway officials said.

Seven express cars and two coaches on the eastbound express and passenger train were derailed when it collided with the freight cars. Cause of the freight car derailment was not known, officials said, and an investigation will be conducted.

A relief train pulled the coaches to Brockville and they were re-routed to Montreal.

Toronto-Montreal Express Smashes Into Freight

MONTREAL, Feb. 26. (BUP) A locomotive engineer was killed beneath his toppled engine and the fireman and two express messengers slightly injured when a rare, split-second coincidence fouled the Montreal-bound Canadian National No. 18 passenger train as it passed a 95-car westbound freight at 3.55 o'clock this morning one and a half miles east of Cardinal, Ont. No passengers were injured.

At the moment No. 18 passed, 25 cars in the middle of the freight jumped the rails and fouled the eastbound track, Canadian National offices here announced. Killed Under Engine.

The passenger locomotive plowed into them and toppled on its side. The engineer, William Eccles, of Montreal, was killed beneath his engine. The injured fireman is W. Houle, of Verdun, Que. Names of the express messengers were not available here.

Seven express cars and two day coaches of No. 18 were derailed but stayed upright. The remainder of the coaches, at the rear of the train, were hauled back into Brockville by a relief train sent from there, and are due to arrive in Montreal at 1.30 p.m., today. No. 18 left Toronto at 9.30 p.m. Friday and was due in Montreal at 6.30 a.m.

Two sleeping car sections of Canadian National No. 16 passenger train leaving Toronto at 11 p.m. were rerouted at Brockville and are due in Montreal at 2.30 : and 3 p.m. today.

Cause of the derailment was being investigated. The derailed cars began at the 50th car from the locomotive.

Cardinal reported that the wreck tore down telegraph wires.

Brockville Jan. 10. Eight persons were injured, one seriously, when a broken wheel derailed three coaches of the Canadian National Railways Toronto-Montreal passenger train as it approached the station just west of here this afternoon.

Commercial traveller M. Hornstein of Montreal, most seriously injured, was detained in hospital but the seven others continued their trip after receiving first aid. They were: Arthur Freeman, Murray Goldstein, E.M. Evans, H. Milner and William Ledger, all of Montreal; E.R. Price of Galt, Ont., and E. Dagleish of Kingston, Ont.

One of the three derailed coaches toppled over on its side but the other two remained upright. Some 75 passengers were distributed among the three cars.

"I don't know how any of us escaped," said Hornstein later in hospital. "I took three somersaults in the air and landed against the window. The train was delayed in Brockville only 40 minutes, but wrecking crews from Montreal would not have the main line cleared before late tonight. Section gangs, laboring to replace twisted rails and shattered ties at the scene of the derailment, were still working at 10.30 tonight and the line was still closed to traffic,

The accident occurred only 50 feet east of the 30 foot embankment leading to the western limit of the railway yards. Two telegraph poles were sheared off by the overturned coach, but the telegraphic communication was not interrupted. The injured were given first aid treatment at Union station by Dr. E.J.F. Williams, of Brockville.

After two coaches were added to the train, it continued on to Montreal.

With the exception of Mr. Hornstein, the injured passengers received only cuts and bruises.

Eight Train Passengers Hurt In Derailment Near Brockville

BROCKVILLE, Jan, 10 (Special) Eight persons were injured and nearly 70 more passengers badly shaken up, when the three rear cars of the Canadian National Railways Toronto-Montreal Flyer, were derailed about two miles west of the Brockville station about 3.30 p.m. today.

One of the derailed cars turned over on its side and skidded 50 feet through 10-foot snow banks, knocking off telegraph poles along the right-of-way. The east-bound track on the main line was expected to be cleared for through traffic before midnight.

One man, Max Hornstein, 219 St. Joseph Blvd., Montreal commercial traveller, was taken to the hospital here for treatment of back and chest injuries. He also suffered, from shock. Others who were injured, but none seriously, were: Arthur Freeman, Murray. Goldstein., E. M. Evans, H. Vilner, William Ledger, of Montreal E. R. Price, of Galt, and D. Dalgleish, of Kingston, The latter received a severe cut under his chin.

Passengers Moved.

The 75-80 passengers in the derailed coach were transferred to the remainder of the through train, No. 14, and taken to Brockville station from the scene of the accident which occurred at the western limits of Manitoba yards. Those injured received first aid -treatment at the Brockville station and Mr. Hornstein was conveyed to hospital by Dr. E. J. F. Williams.

Two extra coaches were attached to the train and it left Brockville Station about an hour and 20 mtnutes behind schedule.

Snow was piled high on either side of the right-of-way where the accident occurred. A broken wheel in the third from the rear car was believed to have caused the accident. The car with the broken wheel rolled over on its side and skidded into the ditch alongside the main line. The deep show was credited with preventing it from rolling over again. It came to rest at right angles to the track. The other two derailed cars remained upright.

Mr. Hornstein said he thought it was a miracle that someone was not seriously injured.

"I don't know how we escaped." he said. "I was thrown into the air and took two complete somersaults before smashing into the railing of the smoker", he added.

"I heard the peculiar clicking noise of the wheel as four friends and myself were playing cards in the smoker. I told them I didn't like the sound the wheel was making when it happened. We were thrown into the air while the lights went out. Glass was breaking all around us. I landed against the opposite side of the smoker. Others were under me.

Able to Crawl Out.

"We were able to crawl out the door. From the sounds in the car I felt sure several would be seriously seriously hurt", he said.

Brockville work crews were busy preparing for the clearing operations. The crane from Montreal was expected here some time tonight to right the overturned car.

The cars were derailed about 15 feet past an old trestle. Railwaymen considered it a miraculous escape from near disaster. Had the accident occurred a short distance west it, would have faced a 20-foot embankment and the danger of a higher speed. It was estimated that the train was travelling between 40 and 50 miles an hour when the accident took place. Mr. Hornstein was taken to St. Vincent de Paul Hospital where X-ray examination revealed he did not suffer broken bones.

J. L. Pullen, of Ottawa, conductor of the Ottawa train connecting with the flyer at Brockville, told The Journal he knew of no Ottawa-bound passengers injured in the accident.

The train made up part of the one hour and 20 minutes lost through the derailment, and reached Union Station at 6.14 p.m., 44 minutes late.

The Toronto train due at Union Station at 10.20 p.m., was delayed one hour while workmen cleared the right-of-way at Brockville.

Enginemeh Die by Scalding In Train Wreck

KINGSTON, Ont, Aug. 11.

The engineer and fireman were scalded to death and five persons received minor injuries when the Ottawa section of the Canadian National Railways' fast westbound International Limited left the tracks just east of Kingston station last night.

Cause of the derailment was not known. Reports conflicted as to the speed the train, was travelling when the locomotive left the rails and plowed on its side along the shallow Kingston station platform while dozens of waiting passengers scurried to safety. Falls in the confusion accounted for some of the slight hurts suffered.

Engine Crew Killed.

Dead were the engineer, B. B. Embury, of 113 Cannington road, Belleville, and the fireman, Charles Henry White, of 20 Hillcrest avenue, Belleville. Brakeman Benjamin Shier, of Belleville, suffered minor hurts.

The 12-car train was coming into the station stop when the engine left the rails and turned over on its side. It wound up on the platform in front of the station building with live steam driving inside the station and leaving pools of water on the floor.

Some of the passengers said on arrival at Toronto later that the train was not going more than 40 miles an hour when it rounded the curve approaching the Kingston station. But George Bruce, who operates a service station near the tracks, said the train seemed to be going between between 60 and 70 miles an hour with the whistle blowing continuously.

Clarence Best, of Toronto, a dining car waiter on the train, said: "We must have been doing better than 60 miles an hour when we were wrecked. I think there must have been mechanical trouble or something because before we came to the turn I could hear the conductor, and engineer signalling back and forth on the cord."

A total of eight coaches also were derailed but remained upright, while the four rear coaches on the train remained on the tracks, two of them coming to a stop ahead of the overturned engine.

Three of those on the platform who were given first aid and released later were Miss Pierrette J. Hamelin of Montreal, who suffered bruised knees; Miss Rita Howard, of Toronto, knee abrasions, and Miss J. Widdifield of Toronto, who received brush burns on the legs.

Albert Martin, a cook on the train, was treated for a fractured right hand.

Various other injuries were all minor.

The bodies of Engineer Embury and Fireman White were removed to the Kingston morgue where Coroner J.C. Lindsay said death was due to scalding, although the engineer had a wound as well.

Witnessed Crash.

Bruce, the service station operator, said he heard the crash and saw crowds tearing from the station in a mad rush. "Many children came in here with scratched knees and bruises they received in the scramble to get away from the platform."

Another eye-witness said the train "must have been travelling travelling 60" when it rounded the curve and the engine left the rails, crashing the water-tower down and then plowing along the platform towards the station building.

The railway statement issued by J. F. Pringle, vice-president of the central region at Toronto, said:

"At 6.30 p.m. (EST), Train 15 advance section, between Ottawa and Toronto with 12 cars in charge of Conductor Panner, was derailed while slowing down to make a scheduled stop at Kingston station. Engine 6702 turned over on its side, killing Engineer B. B. Embury and Fireman C. H. White, both of Belleville. Brakeman Benjamin Shier, of Belleville, was reported injured.

"Latest reports stated that no passengers or other members of the train crew were seriously injured. Some of the passengers were reported shaken up or suffering from minor injuries.

"The first eight cars behind locomotive were derailed but remained upright. These consisted of the baggage car, two diners and five coaches. The remaining coaches did not leave the rails.

"While the accident blocked the main line, Kingston yard facilities permitted a detour to be made by all trains and there was only a slight delay at this point in train operation . . . the cause of the accident is under investigation."

200 Reach Toronto.

Two hundred passengers from the pool train International Limited derailed at Kingston last night with the death of the fireman and engineer, reached Toronto Union Station early today, none of them suffering any more than bruises.

Their main complaint was hunger - they said they had had no food at Kingston during the three-hour delay there nor on the trip to Toronto. Here, however, railway officials were waiting to shepherd them into waiting Pullmans where those catching connecting trains were to spend the rest of the night. A meal was ready for them there.

While the passengers left the train a small army of redcaps waited to carry their baggage, for which service no tips were accepted.

Like Explosion.

One passenger, Miss Maisie Newton of Toronto, said the derailment at first seemed like an "explosion". She was in one of the two coaches which remained on the track, but ran to the front as soon as the wheels stopped moving.

Leo Conlin of Ottawa, travelling with his wife and two children, were in the second dining car. "The train seemed to be coming in normally", he said, "then it started to bump. Dishes began to hit the floor and so did many of the diners."

Miss Phyllis Carey, of Toronto, said there was no excitement when the coach in which she was riding was flung off the rails. This was echoed by Trainman M. Jarvis, of Brockville, who would not, venture a guess as to the cause of the accident.

John Glenn, of Hamilton, who was on the last of the derailed cars, said: "I would think we were going at about 40 miles an hour. It seemed as though they had just put on the brakes. We didn't get shaken up very badly in our car.

Proceeded To Destination

Scores of Ottawa passengers escaped injury when the Montreal-Toronto Montreal-Chicago, Canadian National Railways pool train was wrecked at Kingston station. Sources in Kingston said all passengers who had been aboard the coaches which were derailed, were on their way to their destinations aboard another train, shortly after the accident in which the fireman and engineer were killed.

Reports from Kingston General Hospital said that no passengers had been admitted there. The train was hitting a 60-mile per hour speed near the Kingston station, when the accident occurred.

Mrs. F. Horler, 108 Russell road, Ottawa, said her son Harold, was among those aboard the wrecked train and within a short time after the accident she received a welcome message from him that he was alright.

C. R. Turner, who was returning to his work at Toronto with his wife, telephoned his parents at Woodroffe to say that he and his wife were not injured and were continuing to Toronto. Telephones in The Journal office were kept busy, throughout the evening as worried friends and relatives of those aboard the train called for information. Calls were also received from Ottawa residents with friends among the railwaymen at Belleville, the home of the fireman and engineer who died when their locomotive overturned and plowed its way into the station entrance.

Many Ottawans unhurt in wreck at Kingston

More than 500 Ottawa and district residents and visitors to the Capital narrowly escaped injury in an early Sunday evening train wreck at Kingston in which two CNR employees were scalded to death another one injured and a crowd of would-be passengers and spectators driven to panic when steam from the wrecked locomotive swept over the CNR station.

The dead are:

B.B. Embury of Lindsay Ont., engineer of the 5100-class locomotive which tore 200 feet of double track as it leaped from a wide rail curve at the station, and.

C.E. White, of Belleville, Ont., fireman in the locomotive.

Brockville man hurt

The injured included Benjamin Shiers of Brockville, baggageman who was treated at the Kingston General hospital for an injured left shoulder and left leg. Albert Martin of Toronto, a cook on the train, was treated for a fractured right hand.

Dozens of other persons standing on the platform, received bruises and other injuries when the crowd became panicky and ran from clouds of escaping steam from the wrecked locomotive.

Eye-witnesses stated that as it neared the station, the locomotive seemed to be travelling at between 60 and 80 miles an hour and moving on a wide curve of rail, the locomotive, its whistle screaming a continual warning - drove over the track. The locomotive and tender turned over on its left side, tossing lumps of coal over a 300-foot area. Pinned in the smashed locomotive, both engineer and fireman were scalded to death when steam broke through from the boiler and swept over the CNR station platform.

Cars were derailed

As the locomotive tore over the track, seven passenger cars plus the baggage car were derailed. Another four passenger cars at the rear remained standing on the track. None of the passengers was injured.

It was more than four hours before the travellers proceeding to points west of Kingston were able to leave the Kingston station. The Kingston train due to arrive at the Union Station here at 10 o'clock standard time last night was delayed an hour.

The passengers were made up mostly of Ottawa and district people returning to their jobs after spending the week-end in the Capital as well as visitors to the Capital and environs returning to their homes.

It was estimated that more than 500 passengers occupied the nine coaches and two parlour cars which sped out of Brockville shortly after five o'clock. Usually waiting for the second section of the Montreal pool train, the cars had been hooked together for a special run because of the "unusually large number of people from Ottawa" who were proceeding to points west of Kingston.

In less than 20 minutes after the wreck at 6.32 o'clock, a crowd estimated at between five and seven thousand people had flocked to the small Kingston CNR railway station. The floor of the station was covered by a two-inch layer of water as the live steam cooled.

Railway officials would not venture a cause of the wreck. It was believed that it might have been caused by a broken rail or mechanical defect in the locomotive. Spectators stated that the scream of the whistle could be heard even as the train neared the station at its continuing high speed.

Knocked over Tower

A Canadian Press dispatch stated that the locomotive was rounding the curve just east of the station when it left the rails, knocking over a watertower and plowing along on its side until it came to rest on the Kingston station platform.

Rush of Inquiries

At a late hour last night the "mystery" of the "60 to 80 miles per hour" at which the train was alleged to be speeding as it approached the station was still unexplained.

All the passengers, although jolted by the sudden stop, remained calm. They did not dismount until told to do so. All were able to proceed on their journey in a train made up of the four cars which remained on the track plus another four cars brought up from Brockville. The delay was said to be more than four hours.

A wrecker was brought from Belleville shortly after 11 o'clock and began the all-night task of clearing the wreckage.

News about the crash was frantically sought by many Ottawa residents who telephoned The Citizen newsroom throughout the evening. Others telephoned to state that they had heard from friends and relatives who had boarded the train here at 3.30 o'clock Sunday evening. The Bell Telephone operators reported that a steady stream of long distance calls were being made to and from Kingston.

C.R. Turner, who was returning to his work at Toronto with his wife, telephoned his parents at Woodroffe to state that they were not injured and were continuing to Toronto.

Robert Edelstein, manufacturers' agent of 132 Marlborough avenue, who was on the train with his son, reported that they had both escaped injury except for shock. Mr. Edelstein told relatives in Ottawa that the train, instead of slowing was speeding at 60 miles an hour.

Dishes tossed in diner

Incidents in the wrecked train which brought death to two men, were recounted to The Citizen last night. "Dishes flew all over the diner" was one report. "The babies seemed to have enjoyed it. They did not cry," was another.

"There was no screaming or panic" said The Citizen correspondent at Kingston who had walked through the cars immediately after the wreck. "The women especially seemed to be exhausted but they did not move from their seats."

Although at first driven to panic by the live steam which swept towards them, spectators at the CNR station, who, it was reported, ran into each other to avoid the steam, later re-gathered at the scene of the wreck.

"You couldn't get near the station with a taxi," said one report.

"The entire city must have turned out. I bet there was at least 7,000 people there."

The Kingston police force were able to cope with the crowd.

"We must have been doing better than 60 miles an hour when we were wrecked," estimated Clarence Best of Toronto, dining car waiter on the train.

"I think there must have been some mechanical trouble or something because before we came to the turn I could hear the conductor and engineer signalling back and forth on the cord."

Best was in the pantry and was thrown to the floor by the derailment. He was not injured.

Five persons received first-aid treatment but were not admitted to hospital.

Pierette J. Hamelin was standing on the platform and bruised her knee when dashing out of the path of the locomotive.

Miss Zita Howard of Toronto was treated for knee abrasions. She was also on the platform at the time.

Post-Mortem Shows Enginemen Not Dead Before CNR Wreck

Kingston Ont , Aug. 13 (CP)

Asphyxiation by steam and severe burns caused the deaths of the engineer and fireman of the CNR train which jumped the track and turned over here Sunday night, it was shown Tuesday in a post-mortem.

There was no evidence to suggest that either of the men - Engineer Baird Embury and Fireman Charles Henry White, both of Belleville, Ont., died before the accident occurred, Dr. G. C. Lindsay, coroner, said.

His statement squelched rumors that the engineer had died of a heart attack just before the engine of the Ottawa-Toronto train went out of control while travelling at fast speed on the curve entering Kingston station.

No date for the inquest into the accident has been set.

Latest theory on the possible cause of the derailment is that the throttle seized, making it impossible to reduce speed. This suggestion followed the report of an observer who said he noticed the engineer working "frantically" with levers as the train passed before arriving at the station.

24/05/1951 *Ottawa Citizen* *Kingston (CN)* *Cardinal*

Emergency tracks were being laid throughout the night at the Cardinal accident scene. - -
Trains were being rerouted last night around the Cardinal wreck by way of Smiths Falls and Dorval. Other passenger and freight trains were carried on CPR tracks as the two systems combined to meet the looming emergency.
Rail officials at Ottawa said that the disruption in passenger and commercial traffic could have been "just about the worst holiday weekend imaginable" had it not been for the fast decisions and the ability to change routes.
The derailment at Cardinal, still being cleared at presstime, threw off four cars and a big railway crane about 4.30 p.m. yesterday. The small work train from Montreal, which also included four other cars and a diesel engine which were not derailed, was on its way to Napanee to clear a wreck there which had blocked the line at noon yesterday, requiring further rerouting earlier.
The crew of 15 had been riding in the rear cars or the engine at the time of the rail-jumping at Cardinal. No one was injured as the crane and four cars toppled over about a mile north of Cardinal at the place where the tracks cross the Shanley Road subway there.
Cause of the accident was a broken axle on the crane car which edged the heavy piece of wrecking machinery off the tracks, dragging the four cars with it. Both tracks were ripped up for more than 50 yards. Crews last night worked to restore one of the tracks. Trailing pieces from the bottom of the crane car scraped the track badly for several hundred yards further.

24/05/1951 *Ottawa Journal* *Kingston (CN)* *Cardinal*

Wreck train jumps tracks while on way to clear debris from earlier derailment.
Cardinal. Heavy holiday traffic between Montreal and Toronto was disrupted and rerouted today after five cars of a CNR work train were derailed on the CNR main line, just west of Cardinal station shortly after 4 p.m. Wednesday. No one was injured.
The train was proceeding west from Montreal to help clear a CNR main line derailment of 24 freight cars at Napanee, which occurred earlier in the day.
Rest is illegible.

16/05/1952 *Ottawa Citizen* *Kingston (CN)* *Cornwall*

Montreal - Romeo Morin, 46-year-old railroad employe of Cornwall, Ont., who suffered a fractured skull in falling from a railway hand-car, was resting comfortably in hospital here yesterday after an 80-mile-an-hour trip from Cornwall Wednesday night.
Hospital authorities in Cornwall ordered Morin, Canadian National Railways roadmaster, transferred to Montreal's Neurological Institute and Larry Miller, Cornwall ambulance driver, covered the 81 miles to Montreal in 60 minutes.

15/04/1954 *Ottawa Citizen* *Kingston (CN)* *Wales*

Three people killed in a crossing accident.
<http://news.google.ca/newspapers?id=5jwvAAAIBAJ&sjid=Md4FAAAAIBAJ&pg=3002,5974929&dq=railway+railroad+train+cpr+bride&hl=en>

04/05/1954 *Ottawa Journal* *Kingston (CN)* *Coteau*

Freight Derailed At Coteau Station
MONTREAL, May 4. CP) Two engines and 17 cars of a Canadian National Railways freight train jumped the tracks today at Coteau Station, some 40 miles west of Montreal, spilling tinned goods, bottles and animals along the track.
The two-man crew of the lead locomotive escaped uninjured although suffering from shock.
The cause of the derailment was not definitely known but it was believed the men applied their emergency brakes and suddenly after going on to the wrong track at a switching point.
Several cars overturned after jumping the track. Forty-five others remained upright, on the rails. The derailed cars came to a stop only a few feet from the station.
The accident occurred shortly after 4 a.m. EDT. The train was bound from Brockville to Montreal.

28/03/1956 *Ottawa Citizen* *Kingston (CN)* *Moulinette*

Cornwall - Three Cornwall district farmers were killed instantly late last night when a CNR flyer plowed into their car at a level crossing eight miles west of here.
- -
The triple-fatality happened in the St. Lawrence Seaway village of Moulinette on a county road about a quarter mile south of Highway No. 2.
- -

10/05/1956 *Ottawa Citizen* *Kingston (CN)* *Brockville*

Brockville - Two inquiries were underway here today into the cause of the switching error that led to a fatal train collision here Wednesday afternoon.
Mrs. Robert Crummy, of 588 Chapel Street, Ottawa suffered fatal head injuries when she was thrown to the floor of a coach. Thirty other passengers were shaken up but suffered only minor hurts.
The Board of Transport Commissioners sent an official here from Montreal to make an inquiry while CNR officials on whose line the wreck occurred were also questioning all employees seemingly involved.
Coach on siding
Mrs. Crummy, 56, whose body was taken to Ottawa for funeral services there, was in the coach from the Ottawa-Brockville train which was to be attached here to the Toronto train.
The coach was on a siding waiting for the Montreal-Toronto train. Apparently through error, the westbound mainline train was sent on to the siding on which the coach, hauled by a diesel switcher, was waiting while the mainliner drew into Brockville station.
The mainline train was travelling about 10 miles an hour when it hit the diesel head-on. Mrs. Crummy had just risen from her seat and the impact threw her to the floor.
The engineer and fireman on the locomotive, Martin Sheridan and A. Gifford, respectively both of Brockville, jumped clear when they saw the Montreal-Toronto pool train bearing down on them.
Damage to the two trains was slight.
Switching Error
Railway men attributed the accident to a switching error. The Montreal-Toronto train due in Brockville at 1.15 p.m. daily, evidently was directed into a wrong siding in which the Ottawa transfer coach was standing.
An Ottawa man who was a passenger on the coach said only the slow speed of the pool train resulted in less serious injuries being caused.
H. Gibson Caldwell, 442 McLeod Street, said that he had stepped out of the coach - it had been parked for about 20 minutes - when he saw the Toronto-bound train heading up the side track.
"It was only the slow speed of the train that saved the day for a number of the passengers," he stated.
- -

28/06/1956 *Ottawa Citizen* *Kingston (CN)* *Iroquois*

Three cows were killed and a young herder knocked unconscious by one of the pannicking animals as a freight train rammed a herd of cattle near here Wednesday.
Knocked out was Hughie McQuaig, who was driving the hers with John Provost. The pair were unable to get the cows off the track when they heard the train whistle.
Two other animals in the herd owned by Gerge Brousse were injured by the fast moving freight.

<https://news.google.com/newspapers?id=6tQxAAAAIBAJ&sjid=XOMFAAAAIBAJ&pg=3524%2C2740912>

The picture in the Ottawa Citizen noted CNR road switcher 2204, a Fairbanks-Morse CLC roadswitcher well-scrunched by a hopper, and under the picture was written 'WRECKAGE LEFT BY FATAL RUN CRASH'. The headline read 'Train Hits Empty Cars At Iroquois, Young CNR Brakeman Dies Instantly.'

IROQUOIS (Staff) - A string of empty work cars, left on other than the customary track resulted in the death of a youthful brakeman in a collision on the CNR's new roadbed near here last night.

John William Hale, 18, of Westville, N.S., was crushed to death between a diesel switcher engine and one of 40 cars loaded with crushed rock. None of the other four crewmen, who like Hale resided in Brockville, was injured.

'Mile North Of New Townsite'

It happened at 11.20 p.m. on the new CNR line being constructed just north of the present one, one mile north of the new Iroquois town site.

The heavily-laden train was moving its load from the Harvey Construction Company rock quarries, just west of Iroquois, to the point of construction of the new roadbed when it rammed into a line of some 34 empty work cars parked on a south track.

The new CNR line, to replace the 40-mile Cardinal to Cornwall link as a result of the St. Lawrence Seaway development, was started early in the year.

It is known that the loaded train makes the run nightly to the present work site and enters it on a south track. The cars are unloaded during the day and the empty cars usually left on a north track to be taken away later by the incoming train.

Reports indicated that the empty cars were left yesterday on the south artery. A warning was sent to the crew of the operating train, but it apparently did not reach it before the ill-fated run.

The collision, which occurred about 500 feet east of County Road No. 1, derailed eight cars including three loaded ones, and the diesel road switcher.

'Death Was Instantaneous'

Dr. J. R. Miller, of Iroquois, who went to the scene, said that the death of Hale, front-end brakeman, was instantaneous.

Investigation was continuing today, with both police and railway officials probing the circumstances surrounding the fatality. Coroner Dr. Charles Marcellus of Iroquois, said that the decision on whether or not an inquest will be held depends upon the result of current investigation.

"It came like a bolt of blue," recalled the locomotive's engineer, Martin Sheridan. He told police that the work train was travelling about 21 miles per hour at the time of the collision. The switch had just been made in the south track when the crash came.

Other members of the Brockville crew were Richard Reid, conductor, William K. Doull, Fireman, and John Roode, tail-end brakeman.

OPP Constable Raymond Dowe, of the Morrisburg detachment, investigated the accident.

The victim had only been working with the railway since he moved from Nova Scotia to Brockville a couple of months ago. He had no immediate relatives in this district.

The body is resting at the Fitzsimmons Funeral Home, Iroquois, from where it will be shipped later today or early tomorrow to the Westville N.S. home of his parents.

16/07/1957

Ottawa Citizen

Kingston (CN)

Rail route to Iroquois to open July 21

Cornwall - CNR officials have announced that beginning July 21 all trains will operate over the 40 miles diversion route from here to Iroquois.

No special ceremony is planned to mark the occasion which will see the longest piece of main-line double track laid in Canada for some time put into use.

The first passenger train to run over the new line will be No. 17 from Montreal - the "Overnight Sleeper" to Toronto that passes through Cornwall at 12.37 a.m. Standard Time.

No changes in the CNR's present timetable is expected. The line financed by Ontario Hydro and built partially by the CNR itself includes 18,300 tons of lighter rail.

A total of 411,000 cubic yards of highgrade ballast was used.

24/07/1957

Cornwall Freeholder

Kingston (CN)

Cornwall

Removing Old Railway Line

Title Work started this week on removing the old Canadian National Railway line between Cardinal and Cornwall. This track is located adjacent to and north of the St. Lawrence River in the area that will be flooded next year for Ontario Hydro's St. Lawrence power ... The section of track being removed is in the Mille Roches area where Cornwall dyke, which is a part of the power project, crosses the old line in three places (Photo Ontario Hydro)

16/11/1957

Cornwall Freeholder

Kingston (CN)

Cornwall

Protest CNR Reopening NYC Tracks

A Canadian National Railways request for approval of CNR use of the former New York

Central Railway trackage and right-of-way between the city and Cornwall Junction set off a wave of protest at the November meeting of city council.

A letter from the CNR noted that a federal Order-in-Council had approved reconstruction

and rearrangement of the tracks and that it was planned to operate engines and trains over the tracks at some future date. Connection would be made with the new double track main line.

The company sought approval of the city for its passage, in lieu of the NYC.

"It is quite possible that no actual use will be made of the track over these roadways for some time unless some industry decides to locate in the vicinity and requests delivery of supplies to it," wrote W.E. Griffiths, chief engineer.

The roadways referred to are Toll Gate Road and relocated No. 2 Highway.

Several members of council were outspoken in the opinion that the matter should be referred to the city solicitor and others should be considered. It was decided the matter would be referred to the city engineer, city solicitor and the planning board for study.

06/12/1957

Cornwall Freeholder

Kingston (CN)

Cornwall

Railway Asks Permission to Build Spur

Canadian National Railways wishes to create a spur in its trackage in the Toll Gate Road area which would allow speedier deliveries to be made to any industry that might be located here.

In a letter presented at last night's meeting of Cornwall Planning Board, the railway pointed

that it was quite possible that no actual use would be made of the track, which would pass over existing roadways, for some time unless some industry decided to locate in this vicinity and requires delivery of supplies.

The letter states that the former New York Central line from Cornwall to Ottawa was purchased by CNR in April. _

That company had previously been given permission to abandon the complete line by the Board of Transport Commissioners and had actually ceased train operation in February, 1957.

Following the purchase, the tracks and bridges were removed off the entire line apart from short portions at both ends. CNR now wished to resume using the tracks for the movement of engines and cars.

The New York Company had been given permission by the board to construct its railway across all then existing public roadways.

13 cars jumped tracks fouling rail service.

MORRISBURG The Montreal-Toronto line of Canadian National Railways was reopened late Sunday afternoon after being blocked most of the day by the derailment of a westbound freight train.

Thirteen freight cars left the tracks a half-mile east of here. No one was injured.

They were expected to be completely cleared by tomorrow morning.

The derailment occurred one-half mile east of the CNR station here at 9.45 a.m. Sunday.

Passengers on the morning Montreal-Toronto train left it at Morrisburg and were taken to Brockville by bus. In the afternoon, passengers on the Toronto-Montreal train got off at Brockville and went 100 miles by bus to Coteau Landing Quebec to make connections.

08/08/1958 *Brockville Recorder*

Kingston (CN)

The "Moccasin" has made its last run. Ending 103 years of railway service, the "Moccasin", famous old 'milk train' went out of existence today. Falling revenues, passengers dwindles to an average of four per trip - forced the Canadian National Railway to eliminate the run.

25/06/1959 *Ottawa Journal*

Kingston (CN)

Lancaster

Derailement At Lancaster

LANCASTER, Ont. Twenty-three car of a west bound Canadian National Railways freight train were derailed Wednesday night, tying up traffic on both tracks of the CNR's main line between Toronto and Montreal until this morning.

No one was injured in the wreck, believed to have been caused when a wheel assembly on one of the train's approximately 90 cars developed trouble.

The derailment occurred about one-quarter of a mile west of this village 13 miles east of Cornwall.

One of the tracks was cleared this morning, by wrecking crews from Montreal. The overnight passenger train from Montreal to Toronto was reported running five hours behind schedule because of the mishap.

15/09/1959 *Ottawa Citizen*

Kingston (CN)

Brockville

(Caption of picture showing CNR 3664) Showing evidence of the terrific impact is the wreckage of the diesel engine which, pulled a local freight train into the side of the Ottawa-Toronto pool train at Brockville. Two women were killed and 14 other persons injured in the crash. The diesel derailed the track after the crash, while the first box car knifed into -- passenger train.

With debris flying, Ottawa nun waited for coffee in the diner.

BROCKVILLE - The waiter was bringing Rev. Sister Mary Bernard of the Holy Cross Sisters of Ottawa, a cup of coffee when the crash occurred.

Sister Mary Bernard was sitting in the corner of the diner right near the door into the next coach. She and another nun from Kingston had gone into the diner five minutes before.

"There was a very bad jerk and everything flew off the table, even the table cloth," said the 35-year-old nun in her room at St. Vincent de Paul Hospital here this morning.

Chin Cut

Sister Mary Bernard suffered a cut to her chin and complained this morning of a stiff right knee.

"Seconds later, there was another jerk and a crashing sound in the center of the diner. Everything went dark with dust and pieces of debris flying about. It was like hail. The diner tipped over to the right.

"I stayed on my chair but the other sister fell on the floor."

Although pale, Sister Mary Bernard was able to recount her experiences calmly until she said "two men were pinned under a table and we could hear them calling for help and moaning. We couldn't reach them because of the debris."

Help Arrived

Sister Mary Bernard said people soon arrived alongside the diner to help those injured.

"We told them we were all right but there were two men pinned under the table. A man with a step ladder came along and got us out the door."

Sister Mary Bernard said that a Mrs. Cook who lived near the crash scene, took the two nuns to her home and made them coffee. Her husband later drove them to St. Vincent de Paul Hospital.

The Kingston nun, who was not identified by Sister Mary Bernard left the hospital early this morning and Sister Mary Bernard expects to leave tomorrow after an X-ray examination of her injuries.

21/09/1959 *Ottawa Citizen*

Kingston (CN)

Brockville

Train toll now at 3

The death toll in last Monday's train collision jumped to three this morning as Gordon Patterson, a retired University of Toronto professor of languages died in his sleep.

the victim's wife, Mrs. Dorothy Patterson of Toronto, was killed outright in the crash but this fact was kept from her husband because of his own critical condition. The other victim was Mrs. Rene Corbeil, 70, of Orleans.

The accident occurred Monday evening when a freight train sliced into the Ottawa-Toronto pool train as it was being shunted at a Brockville siding. Originally 14 persons were injured, but only three remained in hospital today.

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27 Cars Leave Tracks

LANCASTER Dec. 21. (Special) Salvage crews today were trying to untangle the mass of twisted steel and wood that blocks the CNR main line between Montreal and Toronto.

The line was blocked last night when a westbound 88-car freight train was derailed here, at the crossing of Highway 34.

No one was injured.

27 Off Track.

Twenty-seven cars, of the highballing freight jumped the track when an axle on a gondola car carrying steel ingots broke.

CNR officials had hoped to clear the line by noon today, but it was doubtful whether it would be cleared by nightfall. An unidentified CNR official last night surveyed the mounds of shattered wreckage, shook his head and muttered, "It may be three or four days before we get this mess cleared up".

Deafening Roar.

Villagers were startled last night about 7 p.m. by the grinding crash and deafening roar. The derailment took place about 100 yards west of the crossing.

The heavy steel rails of the main line were twisted like spaghetti as car after car, some loaded with pulp wood, others with sugar and flour, plunged off the track and splintered, spewing contents along the right-of-way.

For several hundred yards freight cars, were scattered in a jumbled mass of splintered steel and wood. Sixty-six of the cars were loaded, 24 empty. The train was being pulled by three diesel engines which remained on the track. Another deadhead engine was in front of the caboose.

Cars Upended

Steel railway trucks, torn from their mountings were scattered along the rails and broken cars were upended, some with their wheels turning slowly in the icy breeze.

It was three hours before the engine and caboose could be moved. Ontario Provincial Police from here and Cornwall rerouted the heavy motor traffic on the main Lancaster-Hawkesbury highway link.

Auxiliary crews sped to the scene from Montreal and Brockville, and the mopping up operation began immediately

28/12/1959 *Ottawa Citizen**Kingston (CN)**Brockville*

Railway operator slugged. Station robbed of \$3,000

Brockville - Gerry Methot, night operator at the Brockville railway station, was slugged over the head this morning and the depot robbed of \$3,000 by a lone bandit.

Methot, who marks his 26th birthday today, was rushed to St. Vincent's Hospital where a number of stitches were required to close a deep gash. After treatment he was allowed to go home.

He told police that shortly after 7 a.m. a stranger entered the Brockville Union Depot on Perth Street and inquired about Smiths Falls train schedules.

After he left, the operator went into the stock room to get a new tube for his radio. He was slugged heavily from behind in a narrow, well-lit corridor leading to the office and fell unconscious. He describes his assailant as the same man who had inquired about trains - about 35 years of age, English or Canadian, dark, five feet ten in height.

Brockville and Ontario provincial Police are working together in the search for the thug.

Knocked out

Mr. Methot told The Citizen he lay unconscious for "ten or 15 minutes." He was discovered by the train crew of the Montreal-Toronto CNR train which pulled into Brockville station shortly after seven.

When the train crew found Methot was not at his post they checked the building and found him unconscious in the stock room.

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29/01/1960 *Ottawa Citizen**Kingston (CN)**Prescott*

One man was seriously injured, his transport demolished, 15 CPR freight cars derailed and a diesel engine overturned when the freight plowed into the tanker-transport near Prescott yesterday. Three Ottawa men, all members of the train crew, escaped possible injury. The accident occurred on Highway 401 about a mile northeast of Prescott shortly after 3.45 p.m. (See page 2)

19/12/1960 *Brockville Recorder**Kingston (CN)**Brockville*

Three year 6-month term concurrent given Methot.

Railway telegrapher Gerald Methot, 26, who clubbed himself over the head to give the impression that he had been attacked and robbed, was sentenced here Monday to three years and six months in Kingston penitentiary for the December 28, 1959, theft of approximately \$11,000 in cash and money orders from Brockville's Union Station.

Serving Nine years.

Judge Donald E. Lewis ordered that the term be concurrent to a nine-year sentence Methot is now serving for armed robbery with violence at CPR stations in Dorval, Ste. Anne de Bellevue and Montreal.

He was sentenced on these counts at Montreal in mid-October, 1960. Methot was incarcerated at St. Vincent de Paul penitentiary and brought here from the Quebec institution for trial by "judge without jury" on the local offence.

Methot's solicitor, Robert W. Summerby, revealed the telegrapher will be transferred to Kingston penitentiary to serve his term. He was in receipt of a communique from J.N. Armstrong, the commissioner of penitentiaries, which authorized the transfer from one institution to the other.

Mr. Summerby also revealed that at Methot's trial in Montreal he was sentenced to four years on one count and a consecutive (additional) five years for the other offence. The five-year term is now being appealed, he said.

Judge's Remarks.

In a brief, seven-minute summary Judge Lewis said he felt the 'term of sentence on this crime should be modified in relation to previous sentences',

"No greater sentence than what he is already serving should be imposed upon Methot," he said, "if he is to equip himself with a new vocation while still young and eager.

"The trend today is rehabilitation - and I'm in accord with it."

He felt preparations for Methot's return to society must be taken "and if he is to see the end of the road" additional incarceration is out of the question.

Methot, like others sentenced elsewhere, must "make a valiant attempt to prepare themselves for their return to society," he added.

Found unconscious.

The bespectacled telegrapher was found unconscious December 28, 1959, on the floor at Union station after it had been looted of nearly \$3,000 in cash and two books of money orders.

25/10/1961 *Ottawa Journal**Kingston (CN)**Cornwall*

Derailment Near Cornwall Blocks Line

MONTREAL (UP) Passengers on the main Chicago-to-Montreal line were forced to finish their trip by bus last night after freight train derailed near Cornwall, Ont.

The derailment occurred at 8 15 p.m.. EOT. 90 miles west of Montreal. The Canadian National-Canadian Pacific pool train was forced to stop at Cornwall and its passengers transferred to buses.

No one was injured in the derailment

26/02/1962 *Ottawa Citizen*

Kingston (CN)

Lansdowne

Brockville. Derailment Damages CNR Station

The railway station at Lansdowne was heavily damaged by a freight-car derailment that blocked the CNR's main line Saturday morning.

Lansdowne is about 20 miles southwest of Brockville.

Thirty cars of an 84-car eastbound freight train left the tracks, tearing up 300 yards of roadbed and crashing into the station building. Damage to the station was estimated at \$35,000.

Work crews started a clean up at noon Sunday, and expected to restore service on the line which connects Toronto and Montreal this afternoon. In the meantime, both CNR and CPR traffic were rerouted through Smiths Falls.

Passengers for Brockville, Prescott and other river front points completed their trips by bus.

26/02/1962 *Ottawa Journal*

Kingston (CN)

Lansdowne

CN Freight Derailed Near Brockville

BROCKVILLE (Special) A CNR freight train westbound on the main CN line and about 30 cars were derailed Sunday morning at 6.15 in the village of Lansdowne 22 miles west of here. No one was injured.

The accident occurred directly in front of the Lansdowne Station. One car flew into the west side of the station causing considerable damage.

The people of Lansdowne used to trains were not rudely awakened by the crash. One woman described it as sounding like a snowplow hitting a culvert.

Several cars completely leveled two buildings owned by William McConnell, a construction supplier and lumberman.

The buildings contained about 50 tons of coal, a large quantity of lumber, bags of cement and \$2,000 of roofing shingles. It is not known how much can be salvaged.

Mrs. William McConnell said a derailment happened in 1946 at the same spot leveling two buildings. The station was not damaged on that occasion.

The main road leading into the village was blocked for several hours. However, residents were able to cross the main CNR line by a village road just east of the station.

Mrs. McConnell said the "buildings have just gone." She said damage may reach \$70,000.

First person on the scene was John Haffie who heard crash as he was preparing to go to work. He roused neighbors behind the station to assist possibly injured.

Also on the scene was Ernie Moorehead who notified the McConnells and those adjacent to the accident.

R. A. Wilson, in charge of wrecking operations, said the cause of the derailment had not been determined. Most likely cause is thought to be a hot bearing box.

Wrecking hooks from Montreal and Belleville started to clear the track at 10 a.m. Sunday. One track on the line was open at 10 p.m.

Freight officials in Brockville said the westbound has been cleared but were unable to say how long it would take to repair the badly damaged eastbound track.

Meanwhile, both east and westbound traffic is being run on the one track, they said.

16/07/1965 *Ottawa Journal*

Kingston (CN)

Kingston

CNR Trains Derailed

KINGSTON A 15-car derailment involving two freight trains a half mile east of here early today blocked the Canadian National Railways main Toronto-Montreal line and caused extensive rerouting.

H. J. Fast CNR area manager for the Rideau District, said emergency crews from Belleville were expected to restore single line traffic by noon.

There were no injured.

Following the 4 a.m. accident involving seven cars of a westbound train and eight of an eastbound freight, through traffic was re-routed through Smiths Falls and Napanee.

Mr. Fast said railway investigators had not yet established the cause of the derailment, which occurred as the two trains passed each other

17/07/1965 *Ottawa Journal*

Kingston (CN)

Kingston

Handcar Caused Crash?

KINGSTON. Ont. (CP) A handcar which had apparently rolled too close to the CNR main line tracks is believed to have caused the derailment of 15 freight cars east of the Kingston station Friday.

Railway officials say the handcar was dragged under a piggyback flatcar on one of the two trains involved in the accident.

The flatcar derailed eight eastbound and seven westbound, blocking the west-bound track for eight hours and the eastbound for 10 hours.

14/08/1965 *Ottawa Citizen*

Kingston (CN)

Cardinal

New causeway at Cardinal

Cardinal - Work on a new causeway to replace the old steel bridge that spans the former canal here, is expected to begin this fall, village council learned at its recent meeting.

Relocation of railway tracks now using the bridge is to be discussed at a meeting of the Canadian National Railways, Canada Starch, the St. Lawrence Seaway Authority and the municipality.

30/05/1969 *Ottawa Journal*

Kingston (CN)

Morrisburg

By MIKE SYKES MORRISBURG (Special) . CNR officials estimate it will take at least 48 hours to clear the main Montreal-Toronto line of wreckage after a freight train was derailed half a mile east of here Thursday..

No one was injured.

Thirty cars, 25 of them loaded were derailed.

Officials at the scene said it was difficult to count the number of wrecked cars; many were little more than twisted wrecks piled one on top of the other.

A CNR official said the train was a through freight which averages 50 to 60 miles per hour.

One car stood on its end, supported by the press of a half dozen others. A few were sliced open as if by a giant can opener. Contents were spilled along the twisted steel rails.

The cause of the derailment is still unknown. But CNR workmen at the scene thought it might have been "a hotbox" a seized wheel bearing.

A mobile crane from Montreal and another from Belleville are picking at the wreckage, one from each end to clear the road so new tracks can be laid.

CNR officials in Cornwall said all trains are being rerouted through Smiths Falls until service on the main line is restored. No official damage estimate has been disclosed as yet.

02/06/1969 *Ottawa Journal*

Kingston (CN)

Morrisburg

Eastbound CN Line in Service At Morrisburg

MORRISBURG, Ont (CP) Service on the eastbound CNR line was restored Saturday in this community 20 miles west of Cornwall.

A 23-car freight derailment Thursday on the westbound track blocked both lines.

A CNR spokesman said service on the westbound line is not expected to be restored until sometime this week.

14/06/1969

Kingston (CN)

Morrisburg

Shown above is the wreckage of a number of box-cars which were derailed one mile north of Morrisburg, Ont. Thousands of popsicles were strewn about the area, as well as lumber, newsprint and cement. The train was travelling West to Chicago, via Toronto when the derailment occurred in early afternoon. No injuries were reported. (UPI Photo.)

Estimate Damage at \$500,000.

MORRISBURG, Ont. Derailment of 34 cars of a 107-car freight train one mile north of this Seaway Valley town has been blamed on a seized wheel-bearing. Damage was estimated by one Ottawa newspaper at \$500,000.

The 34 derailed cars were stacked like cordwood and 300 yards of the Canadian National tracks were torn up in the spectacular accident.

The jack-knifing effect of the crash crushed, overturned and tore up many of the loaded 34 derailed cars. The freight was westbound from Montreal through Toronto to Chicago.

Train engineer Wilfred Kelly of Brockville, said he had no idea what caused the derailment.

"The wreck occurred 52 cars behind the engine," he said "With all the noise an engine makes, we were half a mile away before someone shouted at us to look back. All we could see were clouds of dust and a vague mass of wreckage. The wrecked box cars were located in the middle of the mile-long train, with both ends remaining on the track."

02/05/1970

Ottawa Journal

Kingston (CN)

Cornwall

LINE CLOSED

30 cars Jump Cornwall Track

CORNWALL (Special) A main CNR line was disrupted Friday and damages are expected to run as high as \$1,000,000 following a major freight derailment in Cornwall.

A 104-car eastbound freight had nearly 30 of its assorted rail cars jump the east track just before noon, causing widespread havoc to both east and westbound lanes.

The twin diesel engines had just cleared the diamond where the CPR crosses the CNR main line when cars jumped the track and hurtled into a water-filled ditch. Before the train ground to a halt coal cars, boxcars, tank cars with an assortment of cargo were strewn more than 1,000 feet in all directions.

Rail ties were ripped up like matchsticks and complete steel rails were twisted out of shape. The impact of the heavily-laden rail cars threw water and mud for hundreds of feet.

No one was injured in the crash, however, all traffic on the CNR main line from Toronto to Montreal is being diverted at Coteau and Brockville

How long the main line will be blocked is not known but officials at the scene estimated damage to the lines would run into the hundreds of thousands of dollars:

08/08/1970

Ottawa Journal

Kingston (CN)

Brockville

Rapido Hits Handcar, One Killed

BROCKVILLE (Special) The crack CN express train, the Rapido, running from Toronto to Montreal hit a gas-operated handcar on the main line six miles east of Brockville Friday killing one man and critically injuring another.

Joseph Arcand, 47, of Prescott, was dead on arrival at Brockville General Hospital. Francis Charland, also of Brockville, was transferred to Kingston General Hospital with critical head injuries. The Rapido was running late due to a derailment at Port Hope Thursday when it hit the handcar with its two occupants.

The train continued to Montreal. The accident is being investigated by the Prescott detachment of the Ontario Provincial Police.

17/11/1970

Ottawa Journal

Kingston (CN)

Brockville

Didn't Hear Train - Survivor Testifies

A railroad sectionman who survived the Aug. 7 collision between a track motor car and a train near Brockville testified Monday he did not see or hear the train before it overtook the car, killing a foreman, and does not remember the collision.

In final evidence presented before a two-member panel of the Canadian transport commission, Francis W. Charland, 48, of Brockville, said he recalls looking behind the car to check for a high-speed Canadian National Railways passenger train the Rapido, bound for Montreal scheduled to run on the same track in a few minutes.

The next thing Mr. Charland recalls is waking up in a hospital bed Aug. 8, suffering injuries including a fractured skull. Killed in the crash was J. M. Arcand, also of Brockville.

23/01/1971

Ottawa Journal

Kingston (CN)

Long Sault

Freight Train Derailed

A Canadian National Railways freight train was derailed east of the Long Sault Station Friday when 23 cars, carrying steel bars, were forced off the tracks. No one was injured. Cause of the derailment has not been released by CNR.

Engineer Ernest Jackson of Brockville said the Toronto-Montreal train was travelling about 55 miles an hour at the time. Six cars remained on the tracks.

About 400 feet of eastbound track was demolished. Passenger service has been disrupted and CNR is providing bus service from Cornwall to Toronto while work crews repair the track.

Toronto! - Montreal passenger trains are being diverted at Brockville to Smiths Falls and from there will take a Canadian Pacific Railways line to Montreal.

07/01/1972

Ottawa Journal

Kingston (CN)

Long Sault

CN freight train derailed, 22 cars blocking main line

A train derailment early today near Long Sault spilled 22 cars of an 84-car Canadian National freight train across both east and west CN mainlines between Toronto and Montreal.

The wreckage is expected to make the tracks impassable for at least 24 hours.

The accident took place about 1.30 a.m., 350 feet east of the abandoned Long Sault station and one-half mile north of the village itself. Long Sault is eight miles west of Cornwall. No one was injured.

Three tanker cars containing propane gas were among those derailed and at first it was believed their cargo was leaking. OPP Long Sault cordoned off the area but Earl Woito, a CN track supervisor, reported late this morning that there was "no leakage at all."

Cause of the accident is not known. Sources at the scene pointed out that the Long Sault station is not in operation so the accident could not have occurred while the train was being backed onto a spur line.

At the same time, the sources did not believe the train jumped the track of its own accord because the track is a straight-away.

A similar accident occurred at the same location last year, Mr. Woito said it was caused by a broken axle on one of the cars.

Two cranes were being used at the scene of today's derailment to lift the wrecked cars from the tracks. While that is being done, Montreal-Toronto traffic is being re-routed from Brockville to Dorval via Smiths Falls.

The Rapido between the two cities will be going the entire route on Canadian Pacific tracks.

A CN dispatcher in Belleville estimated that trains could be delayed as much as two hours by the re-routing.

Total damage to the derailed train could not be estimated this morning but Mr. Woito said a lot of empty cars were involved in the accident.

The train was en route from Toronto to Montreal,

Triple blast turns railcars into missiles

Morrisburg. A vivid plume of flame rising from the mass of twisted railway cars and smouldering debris has so far thwarted attempts to clear the CNR's main line here.

A derailment of 36 cars occurred about 8.15 a.m. Friday, tearing up hundreds of feet of track and sending boxcars careening down embankments and into the bush.

Three major explosions in tanker cars carrying thousands of gallons of propane gas shook homes as far away as seven miles.

One resident likened the first explosion to an earth tremor.

One of the propane-laden cars weighing between 50 and 60 tons, flew about a quarter of a mile through the air after it exploded.

CNR officials speculated that burning gas escaping from the ruptured tank acted like a rocket.

Swathe in trees

The car lifted off the track and cut a neat swathe through the trees - some of which were about 12 inches in diameter at their base.

The trimmed trees indicate that it entered the bush at a height of about 12 feet before rising to about 30 feet above the ground.

The tanker crashed into a service line which joins the main tracks near the scene of the derailment, about a quarter of a mile away.

It then plunged through a wooded area for another 150 feet before coming to rest. Charred telephone poles located along its line of travel indicated the intense heat.

Pieces of splintered limbs from the trees it had struck littered the lines. Some had penetrated more than a foot into frozen ground beside the railway lines.

Tankers explode

A total of three tankers exploded within seconds of the derailment which occurred on a straight stretch of line about two miles east of here.

It was from one of these tankers - lying helter skelter among the other wrecked railway cars that a brilliant orange plume spurted all day Friday.

Fears that the remaining gas in the car might explode, coupled with the knowledge that a fourth propane-laden tanker was also damaged in the derailment, kept recovery crews at a distance.

One CNR spokesperson said crews would wait until the flame went out before attempting to clear the line. The derailment blocked both east and west lines.

Trains have been rerouted through Ottawa.

The spokesman said he expected the lines here to be blocked until Monday. Heavy cranes from both Montreal and Toronto were to arrive at the scene Friday afternoon to clear the twisted cars from both sides.

Area sealed off

Within minutes of the derailment police attempted to seal off the area.

Both police and the Morrisburg fire department learned of the explosions by their close proximity to the scene. The provincial police detachment was shaken by the blasts.

Firemen succeeded in reaching the remote scene, but could do little to contain the fire. The fierce heat drove them back as the propane shot flames 100 feet into the cold air.

An inspection of the scene about six hours later, when newsmen were allowed near the potentially dangerous area, revealed scorched fence posts and melted snow as far as 150 feet from the main line.

A total of about 20 cars caught fire and by early evening were still smouldering beside the hissing propane.

A decision had not been made concerning the remaining propane tanker car which had not ignited.

The eastbound freight train had been hauling 77 cars - 59 of which were loaded with general cargo.

While one ruptured tanker spewed grain onto the scorched tracks, another loaded with fruit and vegetables littered the area with hundreds of burned oranges.

Twisted metal, splintered framed and some of the car's wheels were scattered for about 100 feet along the lines.

Curious area residents travelled by snowmobile and on foot to view the scene. Police - fearful that another explosion might occur - cleared the area.

Neither the crew in the locomotive nor in the caboose was injured in the incident. The first car to derail was loaded with steel and was located ten cars behind the engine.

Chlorine gas

The rear portion of the train - including a tanker loaded with toxic chlorine gas - was eventually hauled from the rest of the wreckage by a locomotive sent in from nearby Brockville, one of CN's headquarters.

A police spokesman said an evacuation plan had been drawn up for the people of Morrisburg had the chlorine-laden tanker ruptured.

The only people close to the explosions and derailment were members of a bush party clearing surrounding bush area of dead elm trees.

They reportedly ducked flying chunks of steel as the first propane tanker exploded.

CN officials are continuing their investigation into the derailment as work crews clear the line.

Officials say damage is impossible to estimate, but will run into hundreds of thousands of dollars.

12/02/1972 *Ottawa Journal**Kingston (CN)**Morrisburg*

TANKERS EXPLODE NEAR MORRISBURG, Flames shoot into the air from three propane tankers which exploded Friday morning following a Canadian National train derailment near Morrisburg. A total of 22 freight cars were destroyed in the fire which followed the derailment. CN officials estimate wreckage will not be cleared until Sunday night. The freight was eastbound for Montreal when the accident occurred. Fragments from the tankers were sent flying after the explosion, but workers near the train at the time of the accident escaped injury.

(Caption to aerial photo)

The village of Morrisburg, 12 miles southwest of Cornwall was shaken by a fiery explosion Friday morning when a Canadian Canadian National freight train was derailed two miles east of the town and three tank cars carrying propane blew up.

No one was injured but it was quite literally an earth-shaking earth-shaking experience for the village of only about 2,000.

Witnesses said that windows shook, doors of homes were blown open and icicles were, shaken loose from roof-tops. "We were standing here in the office when it happened," explained a mechanic at the Texaco station in Morrisburg. "Everything in the garage was rattling. We thought it was either a jet breaking the sound barrier or somebody dynamiting. The whole village shook."

Mrs. James McCrank, who lives just one mile from the site of the derailment, said the explosions shook her house. "I thought the roof was falling in."

The explosions were heard by a resident of Massena New York, 30 miles away.

About 2,200 feet of track was ripped up.

The 77-car freight train was eastbound for Montreal when the derailment occurred at 8.15 a.m. CN spokesman Walter Smith said that shortly after 36 cars left the track, one of four, propane tankers exploded. Seconds later, two more tankers blew up almost imultaneously, sending flames 100 feet into the air.

One tank car was blown a quarter of a mile into the bush, shearing off the tops of trees as it flew through the air.

Firemen from Morrisburg, Upper Canada Village and Winchester were unable to fight the blaze because of its intense heat. They had to stand back while flames destroyed 22 cars.

A provincial police spokesman said 12 men working a few hundred yards from the wreck had to crawl out of the area on their hands and knees because metal was flying in all directions.

"They were lucky,, he said. "They were so shook up after we took them to a service station that they could hardly talk."

The men were cutting down dead elms as part of a federal winter works project.

The wreckage blocked the CN's main line between Toronto and Montreal. Trains are being re-routed on CPR tracks, through Smiths Falls.

Mr. Smith estimated that it will be Sunday night at the earliest before the main line is cleared.

14/02/1972 *Ottawa Journal*

Kingston (CN)

Morrisburg

Track opens for westbound rail traffic

MONTREAL (CP) Rail traffic was resumed Sunday on the westbound track of Canadian National Railway's main Toronto-Montreal line following a freight train derailment at Mor- Morrisburg, Ont., Friday. It was not immediately known when the other track would be open. The section was closed Friday following the denaillmerft of 36 cars of the 98-car westbound train. A few minutes after the derailment several propane cars exploded, rocking the countryside countryside for miles around.

19/02/1972 *Ottawa Citizen*

Kingston (CN)

Morrisburg

Regular freight and passenger service was restored Friday over a section of CNR track damaged a week ago by the derailment of 36 cars of a freight train. Both east- and west-bound trains have been using the west-bound lane of the double track since Monday. Clearing and repairing the east-bound track had been delayed by a burning propane tank car which exploded after the derailment.

The derailment occurred near this village 20 miles southwest of Cornwall. Some debris remains at the scene, but eh final clean-up is expected to be finished Monday.

11/02/1974 *Ottawa Journal*

Kingston (CN)

Kingston

No one injured in Kingston derailment

There were no injuries when nine Canadian National Railway freight cars and three Diesel engines derailed just outside the Kingston station early today. The wreckage was cleared by 9.30 a.m. to allow a clear run for trains between Monteral and Toronto, The derailment occurred on a curved portion of track, no cause was given. Some of the freight cars were carrying appliances.

10/06/1974 *Ottawa Journal*

Kingston (CN)

Freight derailment BROCKVILLE, Ont (CP) Mainline traffic between here and Montreal was resumed resumed Sunday after being halted for about 20 hours by the derailment of 17 cars of a Canadian National Railways freight train. There were no injuries in the crash, which a CN official estimated to have caused damage totalling \$500,000. The cause was not immediately determined. While the track was out of use passenger trains were rerouted via Smiths Falls and Cornwall. One tanker car containing 6,000 gallons of tetra-ethyl lead, an additive for gasoline, sprang a leak but officials held it under control while crews repaired the car. About 20 diesel truck chassis chassis and cabs were scattered in a ditch when a truck car overturned.

24/09/1975 *Ottawa Journal*

Kingston (CN)

Riviere Beaudette

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

03/10/1975 *Ottawa Citizen*

Kingston (CN)

Cornwall

CN invites proposals for development of land Cornwall, Ontario

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

19/03/1976 *Ottawa Journal*

Kingston (CN)

Brockville

Deraillment wrecks 3 freight cars

BROCKVILLE" (Special) Three CN rail freight cars were wrecked in a derailment early Thursday in the yard of Brockville Chemicals Ltd., five miles east of here.

Cause of the derailment was not determined. The wreck occurred as a freight train was pulling into the chemical factory yards with supplies. The cars left the rails and turned over. There were no injuries and CN officials officials said Thursday night the damage has not yet been assessed. The line has been cleared.

19/03/1976 *Ottawa Journal*

Kingston (CN)

Cornwall

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17/01/1978 *Ottawa Journal*

Kingston (CN)

Cornwall

Three CNR cars, derailed in Cornwall

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

Turbo trains pulled off rails in wake of mysterious blaze. (with pictures)

MORRISBURG Via Rail pulled its Turbo super trains out of service today and the federal government announced a full-scale investigation into the cause of a fire that badly damaged a Turbo near here Tuesday.

The fire in the lead engine of the Via Rail Turbo passenger train forced evacuation of 210 passengers on a desolate stretch of track.

No one was seriously hurt in the fire which occurred on a run from Montreal to Toronto.

The two-hour blaze, which sent clouds of smoke billowing into the early evening sky, reduced a power dome car and a coach to molten plastic. Two other coaches on the nine-unit Turbo, which has a capacity for 392 passengers, sustained serious heat, smoke and water damage in the 5:15 p.m. blaze.

Via Rail, the Crown corporation which operates the country's passenger rail services, said it has taken its other two Turbo super trains out of service pending its own investigation.

The federal government decided to conduct its investigation following a meeting today of the Canadian Transport Commission's railway transport committee.

The committee invoked a section of the Railway Act which empowers the commission to appoint investigators to look into all matters concerning the cause, circumstances and prevention of accidents.

The Turbos were replaced on the Montreal-Toronto run with slower, conventional equipment. Via Rail operates two Turbos daily in each direction. The

replacement trains will take about 30 minutes longer to make the run.

The only known injuries following Tuesday's fire were sprained ankles suffered by passengers on the soft railway roadbed during a 1.5-kilometre trek from the scene to the nearest crossing, about six kilometres west of Morrisburg.

Volunteer firefighters from Iroquois, Morrisburg and Williamsburg were forced to drive their trucks down the track, taking 30 minutes to reach the scene.

Firemen sprayed foam and water on the burning Turbo units for 90 minutes before the fire was brought under control about 7:20 p.m.

A Canadian National regional superintendent who had been a passenger on the Turbo said the equipment should not have burned because built-in fire extinguishing systems are designed to activate automatically when engine heat exceeds a certain level.

However, Daniel Rosseel, Via's Quebec region spokesman, said from Montreal that the Turbo does not have an automatic fire extinguishing system, but is equipped with emergency indicator lights on a control panel in the engineer's compartment.

Passengers from the Turbo train which burned near here Tuesday finally arrived in Toronto at 11:30 p.m., about 3 1/2 hours late.

After a 2 1/2-hour wait beside the tracks, the stranded passengers were picked up by the regularly-scheduled Rapido from Montreal. At Brockville a number of passengers were transferred to the Exec from Ottawa, also on a regular run.

About 25 metres of track and several ties will be replaced today as a result of the fire, said Raymond Menard, a CN foreman based in Iroquois. Although the job will take up to four hours, service won't be disrupted because traffic will be switched to the parallel track, he said.

Menard said that about eight ties were damaged by fire. While the rail appeared undamaged, it may have been weakened by the fire and will be replaced as a precaution.

Daniel Rosseel, Via Rail's Quebec region spokesman, said work crews took five hours to make the damaged train mobile so it could be hauled to Montreal.

Another Turbo train left Montreal as scheduled today, while in Toronto a Rapido was being used as a replacement for the regularly-scheduled Turbo run to Montreal.

A Via Rail spokesman said he was not sure if it would be feasible to repair the Turbo a sleek single body structure and return it to service. There are still two other Turbo units in service. All the Turbo units are 12 years old.

In Toronto, Maurice Simms, Via's Ontario region spokesman, said that while the Turbo has had a checkered history of malfunctions, the one aspect officials were, and still are, not worried about is safety.

"No, we are not concerned with the safety aspect of the Turbo," said Simms. "We are not unduly alarmed."

In 1973, a CN Turbo caught fire just west of Montreal while on a demonstration run for officials of Amtrak, the U.S. passenger rail company. Amtrak was still sufficiently impressed with the train to buy it.

Upset passengers trek out safely.

Passengers from Via Rail's Toronto-bound Turbo that burst into flames Tuesday near Morrisburg claim the train's crew was under-equipped and slow in reacting to the blaze.

Terry Taylor of London, who was travelling home from Moncton and was in the lead car when the fire started, said there was smoke coming from the engine area but no one believed there was a fire.

"They could have probably put it out, but the train people had to go five cars back to get a fire extinguisher," said Taylor. Via officials said Tuesday each unit is equipped with a fire extinguisher.

Taylor was one of 210 passengers who rolled into Toronto's Union Station late Tuesday aboard the Rapido, a Via train that picked them up about three kilometres from the fire site.

Helen Daroch of Toronto, who was returning home with her sister Doris Birch, said passengers "were told there should have been some device to put out the flames in the engine panel but all they had was little fire extinguishers."

Birch said: "We got away quickly when we heard the train was mostly plastic."

Mary McIntyre of Toronto said she was dumped out in the middle of nowhere, forced to walk three kilometres on track rails and then stood for three hours waiting for another train.

"Not once did anyone say they were sorry," she said. "They were rude, and you can bet I'm going to write them a pretty nasty letter."

Clara West of Burlington said passengers were plagued by mosquitoes after being ordered from the train.

She fell while walking to the nearby village of Iroquois and received treatment for a badly sprained leg.

Judi Jewinski, of Waterloo, said she took the Turbo by accident and joked to a friend that she hoped she'd make it, referring to the problems that had plagued the train in the past.

She said a conductor came through their coach telling passengers they would have to leave the train for a few minutes because of technical difficulties.

"When I got out, the front was in flames," she said.

When the passengers finally arrived in Toronto, a shaky and tearful Mary Harrietha, of Halifax, hugged and kissed her two children Danny, 22, and Laura, 20, whom she hadn't seen in a year.

"I was scared stiff," she said. "There was a huge explosion and I didn't know what to do. I was afraid my kids would think I was dead."

Train derailed Near Prescott

PRESCOTT (Special) - Traffic on Via Rail's main line between Toronto and Montreal was disrupted during the weekend when a 97-car freight train was derailed 12 kilometres east of here. No injuries were reported among the six-man crew.

Traffic slowed

The derailment forced CN officials to restrict traffic to one set of rails but full service is expected to be available by noon today. The train carried no hazardous materials. The accident occurred Saturday afternoon on a straight stretch of track. The cause has not yet been determined.

Track torn up

Twelve cars of the westbound train left the rails. Six contained paper products, the seventh had a cargo of iron ingots and five were empty.

Wrecking crews removed the damaged cars yesterday afternoon and section hands began the job of re-laying 600 feet of track torn up by the mishap.

The train carried a mixed cargo from Montreal bound for Toronto.

CORNWALL (Special) Passenger and freight traffic on the Canadian National main rail line is reported back to normal this morning following a derailment here that played havoc with weekend rail traffic from Montreal to Toronto.

Early Saturday morning, 15 cars including a tanker carrying highly-flammable butane gas derailed one kilometre east of here. The 93-car freight train was westbound from Montreal to Toronto.

Cause of the derailment was not immediately known and there is no estimate of damage. No one was injured in the mishap.

CN maintenance crews from Montreal and Belleville worked throughout the night relaying about 500 metres of track, clearing debris and righting the cars, a spokesman said.

Of the 93 cars on the freight, 61 were loaded and of the 15 that derailed 11 were loaded. Their cargo, consisting of tissue paper, fibre board and wood pulp was strewn around the track to a distance of 300 metres.

The only danger was located in one car that contained highly-flammable butane gas that derailed but since it remained upright and was not ruptured officials on the scene said there was no danger. However, officials from the ministry of the environment were called to the scene as a precaution.

With picture

Work crews rushed to the outskirts of Cornwall over the weekend to begin cleaning up the wreckage from an early Saturday-morning (7 June) freight train derailment that saw 15 cars jump the track and spill their contents of paper towels, diapers and huge rolls of paper. A tank car with thousand litres of butane also left the track but was not damaged. Canadian National work crews replaced about 100 metres of track, and cleanup efforts are continuing today. Officials have not yet determined the cause of the derailment.

The historic Grand Trunk Railway stations at Prescott and Belleville have both been selected as official historic sites by Parks Canada.

Monuments Board of Canada plaques (were) . . . unveiled at both locations on (Dominion) Day . . . to commemorate the historic Grand Trunk Railway (and its station architecture). Senator Royce Frith of Perth (represented) . . . Federal minister John Roberts at the 2 p.m. ceremony in Prescott.

The mayor of Prescott, Sandra Lawn, and Carleton-Grenville MPP Norm Sterling, provincial secretary of justice, (were) among the guests . . . at the unveiling.

At 7 p.m., Frith (unveiled) the second plaque at Belleville Station. The ceremony (was) followed by a reception in Allhambra Hall.

The Grand Trunk Railway was incorporated in 1853. Between its incorporation and 1857 several existing rail lines were combined with new construction to form Canada's first inter-provincial railway.

Sarnia was linked via Toronto and Montreal to Portland, Maine. Although much of the track and roadbed have not endured, Belleville and Prescott stations both remain as monuments to the entrepreneurial efforts of the Grand Trunk Railway.

Historic Sites and Monuments Board of Canada selected Belleville and Prescott as the first two sites to commemorate along the railway this year. The board is responsible for commemorations of people, places, and events "of historic significance in Canada."

(Branchline)

Turtle duty. It seems that everyone working at the Kingston, Ontario station has been assigned to turtle duty. Turtle duty is the act of picking up the large reptile (usually by the tail) to remove it from its desired place of rest by the track, roadbed or platform. The turtles wander up from two swamps on either side of the station. Although turtle duty will never be written into their job descriptions, the Kingston VIA employees enjoy putting a good turtle back on (its own) track: VIALOGUE. November 1984.

RENOVATIONS COMPLETED: VIA Rail Canada has just finished renovating the interior of the Brockville (Ontario) station. The project involved an expansion of the waiting room from 645 square feet to 1,160 square feet. As well, a new ticket office and baggage room have been created. In addition, the Grand Trunk-era structure also received a new heating system as well as being made more accessible for disabled persons.

To free up space for the enlarged waiting room and new ticket and baggage facilities, the CN operator, yardmaster, and crew booking and dispatching operations were moved to the CN administration building located to the east of the station. The Operator's "Bay" now occupies the building's former main entrance to the building, while the crewing functions are carried out in an area on its west side, formerly occupied by the CN Police. (Branchline)

52-car derailment rattles Prescott.

Frightened residents thankful tank cars were empty at time.

A 52-car derailment in Prescott brought CN passenger and freight traffic to a halt yesterday between Toronto and Montreal, one of Canada's busiest rail corridors. The

tanker cars were empty at the time of the accident and Ontario Provincial Police said the only two people on the train escaped uninjured.

The accident occurred moments after the train, heading east, crossed under the Edward Street overpass, one of the main streets in the town of 4,000 people, about 45 minutes south of Ottawa. The train was on its way to Montreal and had just dropped off fuel at an Ultramar terminal in nearby Maitland before the accident.

Police said residents were not in danger and no evacuations were necessary. As of last night, there was no word on when the track would reopen.

The accident left people living nearby shaken.

"I was sitting in my living

room with my daughter and we heard a big whooshing sound shortly before 4 p.m.," said Fran Campbell, who lives on the west side of the overpass.

"And I'm just so thankful that it didn't happen on this side of the overpass because the gas lines for all our homes are right next to the tracks — it could easily have blown up our house," she added.

"I was in my kitchen and looked out the window because the freight train coming

through was sounding odd — there was just something different about the sound," said Scott Davis, a 37-year-old resident who witnessed the crash.

"I saw a big cloud of brown dust. Then I took a closer look and I saw the tanker cars bouncing up and down. They were running off the track and into the telephone poles.

"The cars weren't moving very fast, but they didn't stop. "They just kept coming through. They were snapping the telephone poles off like they were matchsticks."

Mr. Davis was with his daughters, Allison, 6, and Emily, 7. The family's home on Prince Street is 400 metres and five houses away from the tracks.

"I told the girls to put their shoes on and I told them to get ready in case I gave the word to leave immediately," he said.

"There are tanker cars that come through here full of all kinds of chemicals. You never know what might be in them. If there was any sign of fire, we'd have been out of there."

After warning his daughters they may have to flee, Mr. Davis called 911.

"I told them we had a derailment on an eastbound train," Mr. Davis said. "They asked if we need fire, ambulance or police services and I said we're going to pretty much need everything."

Mr. Davis then left his home to make sure elderly neighbours were aware of the crash. Emergency crews responded within 10 minutes of the derailment, he said.

"When you know the kind of things that travel over freight through our backyard, it could have been a lot worse today," he said.

A steady stream of onlookers stood atop the Edward Street overpass last night as crews examined the tracks and the wreckage.

"It looks like the wheels stopped but the train kept going," said Leanne Grain, looking down at the wheels that scattered the tracks while the tankers mostly appeared to have settled on their right side.

Ms. Grain, along with other residents, said work was being done on that section of the tracks all last week.

However, CN spokesman Mark Hallman said the cause of the accident had not been determined. Mr. Hallman added that CN officials were looking at possible detours until the track was reopened.

CN reverses decision on whistles

No warnings at night at Brockville crossings

BY GRAHAM HUGHES

Residents of Brockville who have been troubled by the whistles of trains passing through their community will have eight hours of uninterrupted sleep from now on.

CN Rail announced yesterday that its trains will not sound their whistles at five grade crossings in the town between 10 p.m. and 6 a.m. daily.

The overnight whistling, which had been dropped about seven years ago, was reinstated last July, several months after Sabrina Latimer, 12, was hit by a train and killed when walking home from school with Samantha Lefebvre, 12, on Feb. 18, 2005.

The unilateral decision reversed an agreement CN reached with the city in 1999 when Transport Canada approved a Brockville-CN application for a whistles exemption under the Railway Safety Act.

The girls stopped at the double-track crossing on Bartholomew Street, one of five in the city. They waited until a train passed then walked into the path of a second train going the other way. Sabrina was killed. Samantha's arm was broken.

The other three grade crossings include those at Oxford, Ormond and Perth streets.

The latest whistle restrictions follow a meeting in Montreal last fall with Hunter Harrison, CN's president and CEO, and Brockville Mayor Ben TeKamp.

Under the policy, the city will keep crossing guards at the Bartholomew, Ormond, Park and Perth street crossings between 7:30 and 9 a.m. and between 2:30 and 4:30 p.m. during the school year.

Brockville police will maintain surveillance in the evenings and overnight at the grade crossings, including nearby service roads and will continue to work with railway police to patrol railway lines.

The city will post signs advising of the partial whistle ban at the grade crossings.

The railway and city are seeking Transport Canada funding to modify and/or install gates and warning devices as pedestrian barriers at the four crossings.

Any more fatalities or near misses will result in the overnight whistling being reinstated, the company has warned.

A new tenant has given the old CN railway station in Prescott, ON, another lease on life. Members of the Grenville County Historical Society have been busy in recent days packing and unpacking records, equipment and furniture being moved from their former headquarters in the Knights of Columbus Crane Building on Edward Street to the historic railway station built in 1856. It's a move the society has dreamed of since 2001 when CN discontinued the practice of picking up and dropping off passengers almost 30 years after ceasing full-service operations at the Prescott station. "We've been wanting a heritage building for our home for a long time," Valerie Schulz, vp of the historical society, said Monday while taking a short break from helping to arrange the incoming material at the train station. The dream came partially true during a town council meeting Monday night that authorized a two-year lease on the property from CN for \$1 annually. The town and CN are working on a longer-term deal - the society is hoping for a 50-year term - but hurdles remain to be jumped with the Ontario Heritage Trust and federal transport regulators before that is secured. Schulz hopes it happens in relatively short order. She said the society has put \$30,000 worth of repairs into the building since last spring and is grateful a temporary arrangement has been struck to allow them to operate at the new site immediately.

Facelift planned for train station; Federal funding to be spent on upgrades at Kingston depot

Kingston will reap some of the benefits of \$692 million in federal money that has been promised to improve passenger rail service over the next five years, the top executive of Via Rail Canada said yesterday.

"The [money] will be directed at a number of projects that will have an impact on the quality of service we would offer here," Paul Cote, Via's president and CEO, said before speaking at a Greater Kingston Chamber of Commerce luncheon.

Many of the projects are national ones, such as locomotive upgrades, but some smaller work will be done at Kingston's own train station. The station's washrooms will be renovated to make them more accessible to people with disabilities and signage will be improved to ensure signs are better positioned, big enough, or have braille lettering for the visually impaired.

The washroom and signage work will be also done at Cobourg, Belleville and Brockville.

Cote said Kingston is an important train station as it's the fifth busiest in the country and is at the heart of the central Canadian rail corridor.

The federal government announced the \$692 million last fall to allow Via to refurbish trains, upgrade stations and improve signalling.

"This is the biggest capital investment plan in Via's history," Cote said.

Via is already making use of the money. Yesterday, it announced the purchase of \$3 million in new steel rails to replace existing rails at Alexandria, Ont., between Ottawa and Montreal, that will be installed within three months.

Via announced Tuesday that it will raise fares by five per cent as of June 10 as a result of rising fuel prices.

Cote described higher fuel prices as a mixed blessing to an audience of about 50 chamber members at the Ambassador Conference Resort.

While they are forcing Via to raise its prices, it's hoped that they will encourage more travellers to take the train in favour of automobiles.

Traffic congestion and environmental damage caused by automobiles are also making the train more attractive, he said.

In January, Ontario, Quebec and the federal government announced they are dicing the feasibility of introducing high-speed train service to Canada's main rail corridor.

Cote said he doesn't expect high-speed train travel will come within a decade, but he said it will be necessary to circumvent traffic congestion and reduce environmental impact.

"This is an especially important concern for Kingston, as the demands on the current transportation system infrastructure between here and Toronto continue to grow," he said.

Unfortunately, he said, passenger train travel takes a back seat to freight travel, which is the biggest revenue generator for CN Rail, which owns the tracks on which Via trains run.

If Canadians want passenger rail service to take priority they should start taking the train more often, he said.

*16/07/2008**Brockville Recorder**Kingston (CN)**Mallorytown*

Train, truck collide near Mallorytown

At least three injured

MALLORYTOWN A transport jammed on a railway crossing almost caused a disaster Tuesday afternoon when an eastbound Via Rail passenger train severed tractor from trailer and catapulted down the track with its locomotive derailed.

There were conflicting reports late Tuesday afternoon about the number of passengers injured on the Toronto to Montreal train, but none appeared to have been seriously injured.

Via Rail spokesman Catherine Kaloutsky said three people aboard the train, a locomotive engineer, an onboard employee and a passenger, suffered minor, non-life-threatening injuries and were taken to hospital. She did not have the names of the injured.

Ontario Provincial Police Sergeant Darin Kirker, who was running the regional communications centre in Smiths Falls, said he had been told five people on the train suffered minor injuries, while the truck driver escaped unhurt.

Mallorytown residents Ryan Darling and Amanda Kerr, whose house is barely 30 metres on the north side of the crossing, saw the drama unfold as a crew of men in another truck tried to rig up chains to dislodge the flatbed trailer, owned by a road construction firm named Roto-Mill, from the tracks.

It all happened in less than five minutes.

"I just looked out the front door and the truck got stuck," said Darling. "I said you guys better hope a train doesn't come."

No sooner had the words come out of his mouth, Darling said, when the crossing arms started to come down and bells started ringing for the Via Rail train No. 60, which had 209 passengers and seven crew members aboard.

Darling said one man unhooked the chains and fled, adding the driver of the transport, who ran up the tracks and frantically waved a shirt to warn the oncoming train, was pulled away by another man.

"We just ran off in the other direction," said Darling. "I was on the phone (talking to 911) when the train hit."

Darling said he wanted to thank the unknown man for unhooking the chains from the following truck or it would have been pulled into his house.

"It just tore it completely in half," he said of the tractor and trailer. "You could just feel the explosion."

Darling immediately ran up to where the train had stopped to see if he could help.

"When I stepped on the first car it was bare," he said, and speculated that the train's crew might have had time to empty the first passenger car.

"Everybody seemed very calm," he said.

Kaloutsky confirmed the collision caused two cars to derail: the engine and a baggage car at the front of the train.

"All the remaining passenger cars remained upright."

EMS units from Leeds and Grenville and Cornwall were dispatched to the scene to examine and transport some of the victims to hospital. Three people were carried via ATV, one on a stretcher, to the crossing approximately 300 metres from where the train came to rest.

One passenger, Joann Patton of Kahnawake, Que., walked the length of the track to where her husband, Joseph, had been taken aboard an ATV to be checked for a heart condition.

"We were supposed to take the 6:45 train," she said as she tried to locate an EMS paramedic to tell her where he husband was. "We just decided to take an earlier train to get home earlier."

The couple had been in Toronto the previous night to see the Alison Krauss concert.

The Pattons were in the third passenger car and Joann said her husband knew there was a problem ahead when they approached Mallorytown.

"Joseph saw it and knew it was a (transport)," she said.

The impact was something Patton has never experienced.

"It was like a jolt so hard ... it hurt inside," she said.

The track was still blocked in the area Tuesday evening, interrupting service from Toronto to Montreal and Toronto to Ottawa, said Kaloutsky.

Late last night, Via officials were expecting its operations would return to normal, with some minor delays, by this morning.

The company was making alternate arrangements for people booked on the line and the passengers on the train.

People inquiring about the passengers on train No. 60 were asked to call the railway's emergency hotline at 1-877-747-0707.

NEW TRY TO SAVE STATION: There is a fresh push underway to rehabilitate the old train station on Montreal Street in Kingston, Ontario. Five years after the city rejected an offer from CN to acquire the historic outer station and the five hectares of land on which it sits for a dollar, the Frontenac Heritage Foundation is taking a new run at the idea. It is suggesting that the city start negotiating with CN, which owns the land and the building but is eager to unload it, either to take the land as a gift or have CN lease it for 99 years. Ron Smith of the foundation says then, if the city will commit to spending \$200,000 a year for four years - primarily to put a new roof on the building and to restore the inside - his group will lobby Ottawa for grants to turn the newer part of the station into a Sir John A. Macdonald museum in time for the 200th anniversary of his birth in 2015. The city rejected the land in 2004 after a staff report estimated it would cost \$1.6M to rehabilitate the buildings, and at least \$2M to clean up the polluted site.

Smith takes issue with many of the assumptions in the report and says it could be done far cheaper, and a long-term lease would allow the contamination issues to be sidestepped. He would like the older building open by 2013 so it could be used to mark the 1938 visit of Franklin Delano Roosevelt and Mackenzie King to the city. The Macdonald museum would open two years later. "The most important thing right now is to get a new roof on the building," he said. (Branchline)

City hit with surprise CN bill

Brockville city hall staff revealed last week CN has billed the city \$14,600 annually to inspect and maintain pedestrian barriers at four level railway crossings. Director of operations Conal Cosgrove indicated the fee - \$305 per month for each of the four crossings - was unexpected. "I don't believe that we had any indication from them that there was going to be an increased cost," said Cosgrove. The city already pays CN an annual fee of about \$40,000 for inspection and maintenance of the railway's property in Brockville. "I guess maybe there was an assumption that there would be additional costs (after the pedestrian barriers were installed)," said Cosgrove. In an interview Thursday, Cosgrove suggested the \$14,600 fee is steep when compared to the \$40,000 paid by the city for similar services at all other CN property through Brockville. CN spokesman Frank Binder said the rate and inspection/maintenance schedule is actually set by Transport Canada. He said the railway and municipality share the cost on upkeep. "We can't set the fees. We're on the hook for half, the city is on the hook for the other half," said Binder. At Wednesday's operations committee meeting, Councillor Louise Severson expressed shock the railway would simply bill the city without discussion. However, under federal legislation, Cosgrove said, there's nothing the city can do but pay the bill now and lobby the government to make changes.

A male pedestrian was struck and killed in a collision with a freight train Tuesday evening in Brockville. Firefighters said the incident happened downtown near the train station, under the William Street overpass. The call came in to emergency responders at about 6 p.m.. Further details were not available by press time.

The former Grand Trunk railway station on Montreal Street is collapsing, claims an advocate of revitalizing the heritage landmark in Kingston, ON. "We're going to lose this building if we do not act within the next 12 months," warned Ron Smith, operator of the website saveourstationkingston.com. Smith said he visits the Outer Station, as it is often called, about once a week. About six weeks ago, he noticed that two of the soffit brackets had loosened from the wall. He also noticed fissures in the building's stone walls. "It's going to collapse. It's already started," Smith said in an interview. Smith said that the tarpaulin covering the roof, which was damaged in a fire, is shredded and letting water in. Once the water gets into the rock and freezes and thaws, Smith said, "that is what's going to demolish the building." The property is owned by CN. The railway's spokesman Frank Binder said that there isn't a maintenance schedule for the property -- which, he said, CN is involved in ongoing negotiations to sell -- and that the tarpaulin covering the roof of the building is replaced as required. The outer station is a designated Heritage Canada site and protected under the Heritage Railway Station Protection Act. "All [the act] did was stop them from demolishing the buildings," Smith said. "It did not set any standards for them as to how they have to maintain the buildings."

Brockville to get new VIA station.

Brockville's VIA station will get a \$7 million replacement next year, \$3 million of which will come from the federal "Economic Action Plan". Another pot of federal tax dollars, in the form of capital funding for VIA provided by the government in 2007, will cover the rest of the project. VIA's national sales director, Pierre Santoni, said construction of the new station will begin next year. The company is looking at options for the new site, which it expects to place directly east of the existing station, and the final design of the new station will be chosen in early 2010. The work will mean the addition of a main line track, and an underground tunnel or an overpass will have to be built to get people safely from the north side to a new platform on the south side. Sections of a third main line track will also be added to the two tracks between Mallorytown and Gananoque. A mural depicting Brockville's history, painted by local students more than a decade ago, as well as a heritage sign on the property, won't be damaged! The Brockville station is the 20th busiest in Canada, said Williams, adding the new facility will have a positive economic impact on the area.

City orders CN to fix "terrible" train station on Montreal St.

Fix it or face stiff fines.

City council has delivered an ultimatum to the owner of the crumbling 155 year old train station on outer Montreal Street.

"The building has been allowed to fall into terrible condition," observed Coun. Sara Meers, whose district includes the heritage landmark.

Council unanimously backed her June 15 motion to enforce municipal property standards on the vacant site to the "fullest extent" possible to bring it to an "adequate and safe standard."

"We're quite happy to blaze ahead," said Terry Willing, the city's senior bylaw enforcement officials who's also acting commissioner of community services.

The Outer Station, constructed by Grand Trunk Railroad in 1855, once welcomed Kings and Queens to its platform in Kingston's north end. It went out of active service in 1974 when the VIA station opened on a new bypass line that runs through a rock cut further north.

The Outer Station was later converted into a restaurant, but by the mid 1990s it began to fall into disrepair. The building has been a focus of vandalism and arson over the years.

Heritage experts say the roof, now covered by a wind-ripped blue tarp, is in danger of collapse, while weeds have overtaken the property.

Councillors say the eyesore property and rundown condition of the building can not be tolerated anymore.

"I drive by the area regularly and it just breaks my heart every time you go by. It has become dilapidated," said Meers.

City officials were questioned why they didn't enforce municipal property appearance rules sooner. Willing says they were under the impression the train station's owner, CN Rail, was a crown corporation, which would make it exempt from any municipal action. But the rail company is now a private corporation and can be subject to municipal rules, council was told.

Willing says a to-do list of property standards is now being drafted for CN Rail, adding: "Now we will order CN to repair that building."

Failure to comply could cost the rail company \$50,000 to \$100,000 for a first offence, he explained. However, CN can either appeal the order or fight the city in court.

Willing says CN could not easily demolish the train station in order to comply with the city's property standards order because of its federal designation as a heritage structure.

"The ultimate goal would be to see the train station restored to its former lustre but any type of improvement would definitely be a benefit to the area right now," said Meers.

She also noted the rundown station sits on a busy corridor into Kingston. "It would present us in a much better light if we took better care of our historical landmarks."

City council once had the chance to buy the rail station and surrounding property for \$1, but rejected the offer from CN's real estate arm because the Brownfield cleanup and building restoration costs were considered too high.

A local group has continued to lobby CN Rail and city hall to preserve the deteriorating landmark, yet it seems age, pollution and location are prohibitive factors. The train station is located within a bland industrial area that the city recently described as in need of rejuvenation.

30/07/2010 *Kingston Daily British Whi* *Kingston (CN)*

Kingston

Full steam ahead with cleanup

Canadian National Railway is complying with a City of Kingston work order to clean up the abandoned train station property on Montreal Street.

Work crews were clearing brush and repairing the safety fence yesterday at the 10-hectare site.

City officials are also hopeful that progress is being made to repair the crumbling historic building, also part of the work order.

An engineer hired by CN was recently in Kingston to compile a report, including preliminary estimates.

"They've given us a letter saying they have an engineer hired who is going over the particulars of the building," city building manager Steve Murphy told the Whig-Standard.

"They have been there. It seems like they are giving us the real goods."

The cleanup work is being done just in time for today's deadline, imposed several weeks ago by the building department.

Murphy said he received a July 6 letter from a CN lawyer indicating the roof and walls of the 154-year-old historic building will be fixed. CN

spokesman Jim Feeny confirmed yesterday that the engineer's report had been received but he said that no work can be ordered until approval is granted by Heritage Canada, the federal ministry that administers the Heritage Railway Stations Protection Act.

"In terms of major work, we are still in discussions with the federal government about what kind of repairs will be done," said Feeny.

"Any work will have to be compliant with the act. The discussions are underway. Initial contact has been made."

18/10/2010 *Ottawa Sun*

Kingston (CN)

A freight train derailment is under investigation in South Glengarry Twp.

The derailment happened around 10:19 a.m. Monday west of Fraser Rd. and east of Summerstown Rd. on CN tracks.

The CN train was headed eastbound.

OPP officers are on the scene and have determined 18 cars derailed, three of which contained toxic substances, namely ammonium nitrate, sulphuric acid and sodium cyanide.

Police briefly evacuated nine nearby homes until it was determined there were no leaks. Roads in the area, however, remain closed.

The extent of the damage is unknown and police don't anticipate any threat to public safety.

CN police are will be leading the investigation.

It's not known if any passenger service will be affected, or how long clean-up will take.

11/11/2010 *Brockville Recorder*

Kingston (CN)

Brockville

In Brockville, an estimated investment of \$4.5 million, with \$3 million coming from the Government of Canada's Economic Action Plan, a new station will be built adjacent to the existing station. Construction is scheduled to begin in the first quarter of 2011 and be done by the fourth quarter. Workers will demolish the old, disused building just to the east of the current VIA station and build the new 2,400 square foot facility there, with the current building demolished after that to make room for 60 parking spots. It's a scaled-down version of an initially more ambitious \$7-million project announced a year ago, that design included an overpass from the new station to an intended passenger loading area for a third track on the south side of the tracks. The new station will have over 30 seats and provide waiting passengers with wireless Internet access and television. The mural depicting Brockville's history, painted by art students at Thousand Islands Secondary School and unveiled in 1997, will be preserved. The Brockville station project is linked with other work underway at key points along the crucial Quebec-Windsor corridor, including a new two-mile track that will run from the new Brockville station to a point close to the Highway 401 underpass on the western edge of the city. (Branchline)

DESIGN IRKS LOCAL HISTORIAN: The preliminary design for the new VIA Rail station proposed for Brockville "simply looks like a greenhouse with two garages added on each end," local historian and heritage advocate Doug Grant says in an e-mail to Leeds-Grenville MP Gord Brown. Grant's message to Brown urges him to intervene "at the highest level" to change the plan. "The people who approved this release (design) should be ashamed of themselves," writes Grant. "What has also been overlooked is that the original charm and heritage of the existing station is hiding under a layer of aluminum siding."

Grant is upset that in Cobourg and Belleville, existing train stations will be retained, while the one in Brockville will be "torn down and replaced by a parking lot." The brick building underneath the aluminum siding could be restored for far less than \$4 million, adds Grant. He understands VIA's need to build a station further to the east, in order to accommodate where passengers actually disembark. He also understands the company's desire to have passengers see the trains coming and going. But there is such a thing as too much window space, he said. Grant feels the existing structure could be preserved and expanded to accommodate the need to greet passengers further to the east. Included in the upgrade will be a new two-mile track that will run from the new Brockville station to a point close to the Highway 401 underpass on the western edge of the city.

VIA Rail spokesman Catherine Kaloutsky said the plans for Brockville's station have not yet been finalized. That said, the existing building no longer meets the needs of VIA'S customers, she said. "The kinds of upgrades We're looking for... We just can't do that in that current location right now," said Kaloutsky. VIA trains must stop well to the east of the current station in order not to block motor vehicle traffic on Perth Street, she said. That means passengers must walk nearly the full length of the platform to get on and off. The Cobourg and Belleville stations are being preserved because they have been designated as heritage properties, she added. VIA will take into account the need to blend in with the local community, but the needs of its customers are paramount, said Kaloutsky. Also, VIA stations everywhere are meant to have a certain similarity. "We have a design in mind in terms of corporate identity," she said. (Branchline)

05/01/2011 *Kingston Daily British Whi Kingston (CN)*

Station lease deal derails

The roof on the old Montreal Street railway station is caved in -- and so has a deal to lease the crumbling heritage building for commercial use. CN Railway spokesman Jim Feeny confirmed yesterday there is "no prospect at the moment" for a deal it had hoped to sign for a commercial development. Instead, CN Railway, the property owner, and the City of Kingston will face off in court later this month.

The city is trying to uphold a work order that would force the railroad to stabilize the structure before it falls down completely.

Because this is a second possible offence -- the city successfully prosecuted CN about 10 years ago -- the company now faces a possible penalty of \$200,000.

"We generally would request a fine but also to have the property standards upheld, to have it fixed by a particular date," said city building department manager Steve Murphy.

"We've charged them for not bringing it back in compliance. The case has been postponed a couple of times. Our goal is not to get a fine but to have the building preserved."

Feeny said CN's focus now is on stabilizing the building.

"We had an engineering inspection done," he said.

"There's nothing been established about what its use might be. In the next few days we should be in a position to talk about what we will do."

Any work on the building must be approved by the federal Historic Sites and Monuments Board of Canada.

The station, built in 1856, is designated under the Heritage Railway Stations Protection Act.

But the board has no authority beyond approving or deny requests it would receive from CN.

"The involvement we have is limited by the provisions of the act," said board secretary Marie- Josee Lemieux.

"It really is up to CN to see what they want to do with it. We don't have any legal clout."

Murphy said the hiring of an engineer is "a sign of good faith" on the part of CN, but he's concerned about the integrity of the entire building if crews move in to fix the roof. "They've let it go too far," he said.

A middle floor holding up the roof has caved in, leaving unsupported pillars.

"This snowload on what's left isn't very good," Murphy said. "The sooner they stabilize the roof the better."

"That could have been done by now. We want this maintained and preserved."

11/02/2011 *Kingston EMC*

Kingston (CN)

Kingston

Kingston, ON, city council is trying to stop CN from undertaking emergency action to stabilize the derelict 155 year old Montreal Street train station until it can provide heritage advice. CN recently advertised a 60 day public notice period to hear input on its plan to remove the Outer Station's caved in roof, shore up the stone walls and put a cap on the roof to prevent further water damage. However, before the public input phase lapses in mid

March, CN got federal permission to do emergency repairs and crews could be on site any day now. "All we're asking is for CN to give us a chance to respond during the 60 day notice," explained Coun. Rick Downes. Councillors were alarmed by CN's abrupt decision to fast-track the repairs before they could provide comments about the station's heritage aspects that should be preserved, such as the chimneys. CN's on-site stabilization plan was triggered by municipal threats last year. Council passed a unanimous motion in June 2010 for its staff to enforce municipal property standards on the vacant site to the "fullest extent" possible to bring it to an "adequate and safe standard." The ultimatum worked, but now council is trying to slow CN down. The focus of the planned on-site work is building stabilization, not restoration.

New design to be unveiled for city train station

Via Rail plans to unveil a revised design for its proposed new Brockville train station, Leeds-Grenville MP Gord Brown told city council on Tuesday.

"We're looking forward to a new design in the very near future," the MP said during a Parliament Hill update at council's regular meeting.

The news comes as Via's initial design, unveiled at a media event at the Perth Street station in November, was widely panned in the local community, in particular by heritage advocates.

Brown said Tuesday he approached the Crown corporation about the local concerns, and the effort to get the design revised also included Mayor David Henderson and local historian and heritage advocate Doug Grant.

Brown later said Via Rail was responsive to concerns that the initial design was not in keeping with the "local flavour."

"Those concerns were taken into account," he said.

The MP said he has seen the proposed redesign, although he would not elaborate on its details.

"I believe the people of Brockville will be very pleased," said Brown.

He left all further details of the redesign to Via officials, adding they plan to make an announcement very soon.

"It's imminent," said Brown.

Henderson praised the Tory MP for his involvement in efforts to change the design, adding Brown carried a lot more weight with Via than a municipal council could.

In November, Brown, Henderson and Via officials unveiled the preliminary design for Brockville's new Via Rail station, a \$4.5-million structure originally intended to be built starting early this year.

The reaction from some quarters was very negative, with Grant opining at the time that the proposed station "simply looks like a greenhouse with two garages added on each end."

At the time, Via officials defended their plans as necessary to be environmentally friendly and to satisfy customers.

Grant said after Tuesday's council meeting he also saw a preliminary drawing of the proposed redesign two weeks ago when a Via Rail official came here from Montreal.

"I saw it coming. They've opened up their ears to what we had to say," said Grant.

He added the proposed new design has "sloping roofs" or "gable roofs" and also has brick on the exterior at the ends.

"It's definitely improved," said Grant, adding the new design is respectful of local heritage.

Grant said he has heard from Via officials that construction of the new station now has to be delayed, although he does not know for how long.

Via still definitely intends to proceed with the project, said Grant.

Officials at Via Rail could not be reached for comment.

VIA Releases New Brockville Station Design

Brockville Ontario - VIA Rail Canada today released the revised design for its new Brockville passenger rail station. The revised design incorporates several suggestions made by Brockville citizens and local representatives following VIA's original announcement in November 2010.

Over the past months, VIA has consulted with Brockville residents and local representatives and went back to the drawing board to develop a revised design more reflective of a traditional railway station and more attuned to the historic character of the city. "The communities we serve matter to us," explained Yves Desjardins-Siciliano, VIA's General Counsel and Secretary. "The input we received from the people of Brockville, its community leaders, and some of our 65,000 passengers who use the station annually, has allowed us to enhance the station's design, and move forward with this important capital investment in this historic city."

"VIA Rail was responsive to concerns that the initial design was not in keeping with the local flavour, and those concerns were taken into account," declared Leeds-Grenville MP Gord Brown. "I believe the people of Brockville will be very pleased," he added.

Station Design Highlights

The revised design contains elements consistent with other public buildings in eastern Ontario, while also incorporating more modern elements such as large track-facing windows to allow for optimal natural light and a broad view of the platform and arriving and departing trains.

VIA will now move forward with the development of formal plans and design specifications, with a view to proceeding with construction in 2012. VIA will publicize more precise dates as soon as they are known.

The city may be negotiating to purchase the old train station on Montreal Street from CN Railway.

The Outer Station, as well as the former Davis Tannery property on Kingston's inner harbour, are listed on the agenda for tonight's city council meeting as the subjects of a "proposed or pending acquisition or disposition of land."

Councillors will discuss the properties in a closed committee-of-the-whole meeting just prior to tonight's open council session.

Yesterday, a CN representative confirmed that the city and the rail company are talking about the Montreal Street property.

"We're in discussions with them," CN's Lindsay Fedchyshyn said.

The city, meantime, has put a gag order on any information concerning the two properties, including updates on the ongoing property standards court case involving the train station.

"City policy does not allow staff to speak to matters that are in camera," said communications officer Cindie Ashton.

Municipal bureaucrats have previously spoken freely about the status of the work order against the derelict station.

CN owns the heritage railway property and has been in a running feud with the city over what to do with the crumbling structure for about two decades.

The vacant station was severely damaged in a 1996 fire, then covered with a blue tarpaulin that disintegrated over time as snow, ice and rain caused further damage.

The city has demanded that CN replace the roof.

"We're discussing all possible options for the building's future. We're going to talk and see what other options are out there," said Fedchyshyn.

She would not confirm whether selling the property to the city was in the cards.

"I don't know right now if it is for sale," said Fedchyshyn. "Our main objective is just to stabilize it."

In 2004, city council turned down an offer to buy the station from CN for one dollar.

A staff report suggested at the time it would cost nearly \$4 million to repair the building and clean up the toxic contamination believed to be in the ground.

CN announced late last year that it would construct a steel bracing structure around the limestone building to prevent it from falling down, and put metal flashing on top of the walls to halt further erosion.

The city has insisted that the company put a new roof on the station and filed a property standards order against CN in court to force compliance.

Council last dealt with the railway station issue at its March 22 meeting.

A motion was passed asking the federal government to prevent CN from proceeding with its stabilization plan.

Approval for the work was granted by federal environment minister Peter Kent through the Historic Sites and Monuments Board of Canada.

The station was designated under the Heritage Railway Stations Protection Act in 1994.

Fedchyshyn said that, weather permitting, workers would be going ahead with the stabilization work this week.

Local heritage officials and city politicians argue that the railway is creating a "ruins" by merely bracing it and leaving it exposed to the elements.

They contend that the building will not attract a buyer unless it has a roof on it.

CN officials said last year they were in talks with a private business interest to lease the property. That deal fell through and the potential client was never identified.

The former tannery property is privately owned and considered brownfield land, heavily polluted by years of industrialization on the site.

City councillor Rick Downes has stated his intention to persuade council to reclaim a number of brownfield properties in Cataraqui district, the ward he represents, as well as save the train station.

Downes refused comment yesterday, also citing in camera restrictions.

Kingston Ontario - Kingston continues its efforts to have CN repair the roof of the old Montreal Street rail station.

The case is expected to come before a justice of the peace next week, said the city's chief building official.

"We're simply taking the same approach we take with all property owners," said Terry Willing, the city's director of building and licensing.

Willing said he considers the old train station a building like any other and as such it is governed by the city's property standards bylaw.

The city issued the repair order last summer.

If successful at the 3 Aug 2011 trial, the city could fine the property owner \$100,000 for a first offence and \$200,000 for each subsequent offence.

"Ultimately our biggest interest here is not a fine," Willing said. "Our biggest interest is to fix the thing."

Willing said he did not know when a final decision would be made.

The building, built in 1855 with additions in 1895 and 1937, is considered an important part of the city's railway history by heritage supporters.

Its roof was badly damaged by fire in 1996.

Since then building officials have been trying to get CN to repair it, citing the city's property standards bylaw which states "The roof of every building shall be structurally sound, weatherproof, and free of loose or unsecured objects and materials."

Without a roof, the interior and the remaining limestone walls of the structure have been exposed to the elements.

Willing said the cost of repairing the roof now will likely be significantly more than it would have been shortly after the fire.

The building has a heritage designation but Willing said that should not affect efforts to have the company repair the roof.

Heritage designation limits the amount of changes that can be made to the exterior of buildings deemed historically important.

Earlier this year CN added steel supports around the walls.

The city is pushing for CN to restore the building to heritage condition.

CN has asked the federal government for permission to tear down about two-thirds of the building, arguing the additions are not subject to the heritage designation.

The company and city stated their cases at a meeting of Canada's Historic Sites and Monuments Board last week in Kingston.

Sides Fail to Show

Kingston Ontario - The city's property standards case against CN Railway at the old Outer station on Montreal Street remains stalled.

A date to go to trial was supposed to be set Wednesday in provincial offences court in Kingston but no representative showed up for either side to proceed with the matter.

22/06/2014 Canoe.ca

Kingston (CN)

VIA Train Hits Pedestrian Disrupts Passenger Service

Kingston Ontario - An Ottawa-bound train VIA Rail passenger train struck a pedestrian 20 minutes after leaving the Kingston station shortly after noon Sunday, crippling service along Toronto-Ottawa-Montreal route.

"The incident happened 20 minutes after the train left the Kingston station," VIA spokesman Mylene Belanger said.

"It was eastbound so this was a train that left Toronto at 9:25 a.m. (Sunday) and it had just left the Kingston station at 11:56 a.m. when the incident happened and the pedestrian was hit."

All VIA trains are stopped while Kingston Police investigate.

"Right now the train (involved) is stopped and traffic in both directions between Toronto-Ottawa and Toronto-Montreal is stopped," Belanger said.

"The passengers on the train involved in the accident are still on board as this train is not at a safe location."

There are 206 Ottawa-bound and 189 Montreal-bound passengers still on the train involved.

Both the Kingston Police and VIA Rail would not comment on the condition of the pedestrian or the state of the investigation, however, several news outlets reported the person was killed.

"We are very sad at the situation," said Belanger.

"Our thoughts go out to the victim and his or her family as well as to the "locomotion engineer" (Quotation marks added be editor)."

Belanger did confirm that there was only one pedestrian involved in the incident.

VIA Rail is providing updates through their twitter account and Facebook page as well as on their web site

10/07/2014 OK the PK

Kingston (CN)

Brockville

CN Rail Accident Disrupts Canadian Passenger Train Service

Brockville Ontario - A Canadian National Railway freight train derailed within the city limits of Brockville, in eastern Ontario, on Thursday, disrupting passenger train service in the Toronto-Ottawa-Montreal corridor.

Canada's Transportation Safety Board said 26 cars were involved in the derailment and has sent a team of investigators to the site, about 115 kilometers (72 miles) south of Ottawa, the nation's capital.

Passenger train service provider VIA Rail alerted travelers on its web site and on Twitter that "alternate transportation" would be provided.

A CN Rail spokeswoman said the derailment occurred around 4:10 a.m., and that derailed cars included two loaded auto carriers, 13 unloaded fuel tank cars, and five cars carrying carbon powder.

Spokeswoman Lindsay Fedchyshyn said an initial assessment showed no leaks, and that the mainline between Toronto and Montreal would be reopened as soon as it is safe to do so.

01/08/2014 msn.com

Kingston (CN)

Gananoque

Derailed CN Freight Car Hits VIA Rail Train Near Gananoque

Gananoque Ontario - A derailed CN freight car crashed into a passenger VIA Rail train near Gananoque on Friday afternoon, stopping train service between Toronto and Montreal just ahead of the long weekend. Service is also cancelled between Ottawa and Toronto.

VIA Rail said that of 300 passengers, one reported a minor injury. The train had left Ottawa at 12:30. Around 14:15, six cars of an eastbound CN freight train left the track, according to CN director of public affairs Jim Feeny. While it's still early in the investigation, Feeny said it appears one of the empty cars hit and punctured the VIA train's fuel tank.

One of the freight cars that derailed contained lube oil but none escaped, Feeny said. The other five cars were empty, he said.

The two CN employees on the train were not injured, he said.

The VIA passenger train's cars are still upright but the train has been immobilized by the crash.

The Transportation Safety Board of Canada is investigating.

4,100 Passengers Affected by Crash

VIA Rail spokesperson Mylene Belanger said 16 trains were cancelled after the crash, affecting 4,100 passengers. Train service is expected to resume Saturday.

Ticket holders were offered the option of taking the bus instead of the train. But as of 20:00, Belanger said the company was still trying to find enough buses and drivers to accommodate all travellers.

"We've been working very hard to secure buses for affected passengers, and as of now we still have not been able to secure alternate transportation for all our customers. Accordingly, no service will be provided for a few trains tonight (Friday)," Belanger said.

"Please accept our very sincere apologies for this situation, for any inconveniences caused by this situation, which is beyond its control. We thank our customers for their understanding."

Full refunds will be issued to passengers ticket holders who did not take the bus, she said.

Those ticket holders who did take the bus were offered travel vouchers.

Train service between Ottawa and Montreal is going ahead as scheduled.

On 10 Jul 2014, a 26-car CN freight train derailed in Brockville, Ontario, forcing VIA Rail to cancel train service between Toronto and Ottawa for two days.

Train service between Toronto and Montreal was cancelled for one-and-a-half days.

Via situation is 'unprecedented'

Hundreds stranded after collision shuts down Ottawa-Toronto corridor

Hundreds of frustrated holiday weekend travellers fumed after Via Rail cancelled all trains Friday between Toronto and Ottawa, and Toronto and Montreal, after one of its trains collided with a derailed car from a CN freight train.

Of about 300 passengers on Via's train heading to Toronto from Ottawa, one received a minor scratch from the crash that happened around 2 p.m., according to Mylène Bélanger, a spokesperson for Via Rail.

"We are very, very sorry about the inconveniences the situation may cause and this is beyond our control," she said.

"It's an unprecedented situation and it's been a challenge to find motorcoaches to carry all our passengers."

More than 4,000 of its passengers and 16 trains were affected. Via managed to secure 11 buses and some passengers were even transported by taxi, she said. However, not all passengers travelling Friday managed to hop on a bus.

"No alternate transportation is available and no service will be provided for trains leaving from Montreal to Toronto, Toronto to Montreal and Toronto to Ottawa," according to a Via statement Friday evening. Services between Ottawa and Montreal would continue to operate, however.

Train service was scheduled to resume at 9 a.m. Saturday, after crews clear up the mess from the crash about seven kilometres east of Gananoque.

Passengers booked on trains that were to leave Saturday morning at 6:40 and 6:45 are being scheduled to join trains that depart later in the morning, according to Via Rail's Facebook page.

Philip Mak had boarded a Via Rail train in Toronto Friday when passengers were informed about the derailment.

"Honestly, I'm very annoyed," said Mak, adding that he would be trapped in Toronto for a few hours.

He said he discovered while waiting at the ticket booth that it was unlikely that the train would be departing at all. Mak said he had already made plans in Ottawa, so he and a friend had to find other arrangements.

"We managed to get the last two Greyhound tickets on the 9:15 p.m. bus to Ottawa and get in at 2 a.m.," he said.

"Needless to say, we're extremely unhappy," Mak said. "I was going to the cottage for a relaxation weekend and not off to a very good start."

Jillian Dakin had planned to visit family for the long weekend, but she said it was unclear how long she would be waiting for a bus.

"I'm a little upset, but there's nothing that I can do personally," she said.

Dakin, who had planned on getting off at Fallowfield, said she had called her parents and hoped they would drive to Kingston.

"I'm just hoping my parents will be very generous and come get me. If not, then I would be stuck until I could get a bus," Dakin said.

Others took to social media to vent their frustrations:

Over two hours delayed and not ONE courtesy announcement in the business lounge from @VIA_Rail explaining our options or wait time. Not cool.

21/11/2014 *Kingston Whig Standard* *Kingston (CN)*

Kingston

Kingston developer Henk Doornekamp is about to buy the historic outer railway station and property on Montreal Street.

Once the deal with CN Railway is completed, Doornekamp hopes to move the decaying limestone walls to the city's Douglas R. Fluhrer Park, where it will be restored to its original form and become rental office space.

"We will transport the ruins with the least amount of demolition and rebuild it on the site," he told the Whig-Standard.

"I'm hoping the city will see the merit in relocating it on the Wellington Street extension, whatever that becomes, more importantly as a feature of Doug Fluhrer Park."

Doornekamp said he first approached CN Railway with his offer to buy the 148-year-old former Grand Trunk station about 18 months ago.

CN has been embroiled in a decades-long battle with the City of Kingston over the building's state of repair.

The abandoned station was badly damaged in a fire in 1996, then covered with a blue tarp that deteriorated, allowing water to seep in and destroy much of the building's structure.

CN capped the top of the ruined walls and secured them with steel bracing in 2011, even though the city took the company to court to have it pay for a new roof.

"Basically, I approached CN with my idea. Between them and the city, they're wasting a lot of staff time and legal dollars. It was just a thought I had. When I did approach them, we did get an immediate response," Doornekamp said.

"At the heart of our deal, the train station can't stay there."

He would like to place the building at the south end of Douglas R. Fluhrer Park, which is situated beside the inner harbour.

It would sit across Wellington Street from the derelict Imperial Oil Building, another historic limestone building Doornekamp purchased from the city last year.

He said the location makes sense historically because the parkland is a former railway spur line that ran through the heart of Kingston's downtown.

"We will be resurrecting it to its former glory, still on a train line. That way it's respectful of its former use. I see the park area in real need of revitalization. This could be the anchor tenant for that," he said.

"It will bring people to that area. We're already bringing people to the Woolen Mill. But there's a disjoint. The growth can continue and it might lead to the developing of the Davis Tannery site next."

Doornekamp characterized his talks with the city as "preliminary with no commitment."

He has spoken with city staff as well as Mayor Mark Gerretsen.

But he said the plan requires a deal with the city that takes into account the considerable investment he will be making.

"Everything has to happen at the right price to allow us the budget," he said. "I would like to convert it into a high-end office space, but I'm open to suggestions.

It's got to be rental. There's got to be revenue after the fact."

Despite the federal and provincial heritage designations on the building, Doornekamp expects to receive approval for the move.

Workers will use the steel reinforcements "to clamp the walls and pick it up and move it."

Doornekamp didn't say how much he paid for the railway station and the land, which is known to be contaminated.

In 2004, city council turned down an offer to buy the station from CN for a dollar.

A staff report suggested at the time it would cost nearly \$4 million to repair the building and clean up the contamination.

Doornekamp's ABNA Investment Ltd. has restored a number of historic buildings in Kingston, including the Woolen Mill, also on Kingston's inner harbour, and the Smith and Robinson Building, formerly the S&R department store, at the corner of Princess and Ontario streets.

Built in 1856, the Grand Trunk station is significant because it was used by Canada's first prime minister, Sir John A. Macdonald, in his travels between Kingston and Ottawa. King George VI also arrived there on a visit to Kingston in 1939.

Doornekamp said the sale will go through even if he can't reach a deal with the city.

"I'm taking the building, regardless. But my vision is to move it," he said.

"I've signed all our documents, but (CN) haven't come back to us. In principle, we have a deal. We figure it will close early in the new year."

Dorval Teen Killed by VIA Train Only Weeks After Graduating

Lancaster Ontario - Only weeks after graduating from John Rennie High School, Tristan Morrisette-Perkins of Dorval was killed Monday after he was struck by a VIA Rail train while walking on a rail bridge in South Glengarry, about 100 kilometres southeast of Ottawa.

He was with two other teenagers who survived.

A 15-year-old boy was taken to hospital with minor injuries following the incident, which occurred minutes before 20:00 according to reports.

The third teenager at the scene was Tristan's 17-year-old cousin, Bailey Bilney-Morrisette, a member of the Lake St-Louis midget AAA Lions hockey team.

Bilney-Morrisette was taken to a hospital but appears not to have sustained serious injuries.

VIA Rail Train 669 was en route from Montreal to Toronto.

The railway line reopened at about 22:30.

While the exact circumstances of Monday evening's tragedy remain unclear, Morrisette-Perkins, a talented hockey player who would have turned 17 this month, had apparently been staying at a nearby camping site.

Although school is out for the summer, the death of Morrisette-Perkins prompted John Rennie Principal Cristina Prata to send an email to graduate students and their families on Tuesday afternoon.

The school is offering emotional support to those who need it.

"Today, we received the sad news of the sudden passing of Tristan Morrisette-Perkins.

Tristan was a proud member of the 2017 graduating class, and we join his family, friends, and the rest of the John Rennie community in grieving his loss.

"John Rennie's doors are open, and administrative and guidance staff remain available should any member of the graduating class or school community require support during this difficult time," Prata wrote.

As news of the death circulated through social media Monday night, members of the West Island's tight-knit hockey community expressed profound sadness at the sudden loss of Morrisette-Perkins, top scorer with the West Island midget AA Royals this season.

Many offered words of condolence to Tristan's family, his father Jason, mother Julie, and younger sister Allison.

Larry Sherrard, Tristan's minor hockey coach for many years, was shaken by the news.

Sherrard said that he'd heard that Tristan had suffered a lethal head wound from the passing train.

"It's every parent's nightmare," said Sherrard, whose family is close to the Morrisette-Perkins family.

Sherrard said Tristan was loved by his friends and teammates.

"Tristan was a great teammate, his teammates always loved him. He was a super, super, hard-worker. He was one of those guys who could go out there and compete, but he never brought the game home with him. That's what I liked about him. He gave you an honest effort, but didn't sulk or throw fits when the game ended."

Away from the rink, Sherrard described Tristan as a "pretty quiet kid."

"Tristan doesn't talk a lot. I drove him home many times after games and he rarely carried on a conversation."

"It is hard to imagine how something like this could happen to him just weeks after graduation and only a couple of weeks before his 17th birthday," Sherrard said.

"It's just too sad."

05/07/2017 *Ottawa Citizen*

Kingston (CN)

Montreal-area teen hit by train on railway bridge

A 16-year-old youth from the Montreal suburb of Dorval was killed Monday night when he was struck by a Via Rail train while he was walking on a rail bridge in South Glengarry, about 100 kilometres southeast of Ottawa. A second boy, 15, of South Glengarry township was taken to hospital with minor injuries after the incident, which occurred minutes before 8 p.m. The third youth, 17, of Montreal was not injured. Investigators are not identifying the victim until the family is notified. The railway line reopened at about 10:30 p.m.

02/02/2018 *News Local*

Kingston (CN)

Johnstown

The hammer came down on a local business Friday afternoon - in a good way.

Canadian Rail Equipment Works and Services (CREWS) completed the first phase of its rail trans-loading facility adjacent to Johnstown's industrial park on Friday, with local dignitaries helping hammer in the last spike.

CREWS president and chief executive officer Clayton Jones joined Edwardsburgh/Cardinal Mayor Pat Sayeau, Leeds-Grenville MPP Steve Clark, MP Gord Brown and Canadian National (CN) sales and marketing official Daniel Lajoie for the ceremonial driving of the last spike on a cold afternoon at the railyard off County Road 2.

Jones said the firm plans to hire six people, then another 10 after it begins its second phase this spring.

"Four people are already hired," said Jones.

Jones, a Canadian Pacific diesel mechanic who left in 2004 and took his rail expertise to the private sector, is transferring CREWS to the 96-acre site west of the Giant Tiger distribution centre.

He said the location has all the right elements: Proximity to the Highway 401-416 interchange, the Port of Johnstown and the nearby international bridge.

The site also has access to CN's main line through a spur at Johnstown.

The first phase, which opened Jan. 22, can accommodate 200 rail cars.

The second phase will allow for 350 more cars.

CREWS's main business is providing trans-loading from rail cars to trucks, or vice-versa.

The company also allows rail car storage, in-plant switching for large industry and provides certified operating crews for locomotives and track mobiles.

CREWS, which is headquartered in Kemptville, has locations in Maitland and Hamilton and is in the process of moving its main office to the Johnstown site.

The interest has been building since the site opened, said Jones.

"Right now, I think we're getting two to three calls or emails a week," he said.

The total investment for the first phase will amount to \$2 million, said Jones, while the second phase will represent another \$4.5 million.

That will be followed by a third and fourth phase, at the end of which the company will have created 50 jobs, said Jones.

Sayeau is excited at this investment into a growing part of the township, adding he has been touting the virtues of that area for some time.

"The whole area at the Port of Johnstown: Location, location, location is everything," said Sayeau.

But in fact, there is more to CREWS's success, added the mayor.

"It's also a question of the right timing and the right economic environment," said Sayeau.

CN's business model is changing, to the point where the large firm wants to concentrate on its core business rather than trans-loading and storage, so companies like CREWS are able to seize the opportunity, he said.

"I'm really excited about what's going to happen in Phase Two," added Sayeau, leaving the specifics to CREWS to announce later.

Via Rail halts passenger service after CN train derailed near Kingston, Ont.

No injuries after 2 cars carrying paper derail near John F. Scott Road

Via Rail has cancelled all Saturday night passenger travel on its Montreal-Toronto and Ottawa-Toronto routes after two CN Rail train cars derailed near Kingston, Ont.

The two cars were carrying paper and were at the end of a westbound train when they derailed near John F. Scott Road at around 1:20 p.m., said CN Rail spokesman Patrick Waldron.

One car came to rest on the tracks on its side, while the other remained upright, Waldron said.

No one was hurt, and no dangerous goods spilled, he added.

'It would've hit us'

Logan Cadue was shooting photos and video of trains with a friend, he said, when they suddenly heard "a hiss of air" coming from the lumber cars on the train.

"We could see a bit of dust kicking up from the rear of the train. Then the boxcar on the tail started wobbling back and forth," Cadue said.

The train's brakes then began to squeal, and Cadue said he and his friend "booked it back" away from the train.

"It all happened so fast," he added. "If [the boxcar] had gone over and tipped our way, it would've hit us, for sure."

Cadue said he saw no one injured. Kingston police also quickly arrived on the scene, he added.

Saturday night trains cancelled

There were 647 passengers aboard Via Rail trains that faced delays caused by the derailment, company spokeswoman Marie-Anna Murat said in an email.

More than 1,000 passengers would be also affected by Saturday's cancellations, she said.

Via Rail was "doing its best to accommodate passengers that are currently on route with alternative transportation," Murat said.

"Passengers who were scheduled to depart tonight will have to make other arrangements as all trains are cancelled, she said.

"They have a choice of a full refund or exchange for a later travel date at the same rate they purchase their ticket."

Passenger travel between Ottawa and Montreal was not affected, Murat added, nor was travel along the Toronto-London-Windsor corridor.

CN Rail said at around 5:30 p.m. ET that crews were still working to remove the cars, repair any damage to the track and reopen the corridor.

The company said it had also notified the Transportation Safety Board of the derailment.

03/03/2018

*Canadian Press**Kingston (CN)*

Freight train derailment causes major passenger delays near Kingston, Ont.

Trains travelling between Toronto and Montreal or Ottawa have been delayed by at least six hours, said Via Rail.

KINGSTON, Ont. A freight train derailment east of Kingston, Ont., has caused hours of delays for rail passengers in the province and led to cancellations of several Via routes out of Toronto.

Trains travelling between Toronto and Montreal or Ottawa have been delayed by at least six hours, Via Rail said.

Two cars at the back of a Canadian National Railway train carrying paper derailed just east of Kingston at 1:20 p.m.

A CN spokesperson, Patrick Waldron, said one of the cars was upright on the tracks while another lay on its side across the tracks. Crews were working to remove the vehicles and repair any track damage.

Some 647 people were on passenger trains at the time of the derailment, and more than a thousand were believed to have been affected by the delays, a Via spokesperson, Marie-Anna Murat, said.

Murat said all trains on the route were cancelled for the evening, adding that passengers can either exchange their tickets or receive a full refund.

Via Rail has provided buses and other forms of alternative transport for most of the passengers stranded at the time of the derailment.

Waldron did not provide an estimate for when the derailed freight cars would be removed.

05/03/2018

*Ottawa Citizen**Kingston (CN)*

Via gets back on track after derailment

Via Rail service on the Toronto-Ottawa route resumed its normal schedule Sunday morning after an earlier freight train derailment.

The derailment Saturday afternoon - caught on video by a Kingston man - forced the cancellation of Via Rail's Saturday evening trains on the Toronto-Ottawa and Montreal-Toronto routes.

The video, taken by Kingston photographer Logan Cadue, shows two rail cars coming detached from a westbound freight train as it approaches John F. Scott Road, near Highway 15. One car toppled onto its side; the other stopped on the tracks.

The derailment, which involved a Canadian National Railway freight train, occurred at about 1:20 p.m.

No one was hurt, but passengers on several Via Rail trains had to be bused to their destinations.

Via spokeswoman Marie-Anna Murat said 647 people were on passenger trains at the time of the derailment. She said passengers affected by Saturday's cancellations could either exchange their tickets or receive a full refund.

31/03/2018

*Ottawa Citizen**Kingston (CN)**Kingston*

Five held after Kingston-area chase ends in train collision

Five men are in custody after the vehicle they were in struck a Kingston police cruiser and then, after a chase by provincial police, was hit by a passenger train near Bath Thursday afternoon.

After hitting the cruiser, the suspect vehicle headed to Highway 401, taking the westbound lane. Loyalist OPP officers spotted the vehicle, and saw it exit at County Road 6 and head south.

When it turned off the highway, two passengers jumped out and fled on foot.

They were quickly arrested. The southbound vehicle then turned east onto the railway tracks near County Road 7 and McIntyre Road, north of Bath, just west of Kingston.

The suspects left the car and were then collared by police.

The now-empty vehicle was parked on the shoulder of the railway tracks and it was sideswiped by Via Rail train 64, which was heading to Kingston, then on to Montreal.

County Road 7, about six kilometres north of the village of Bath, was closed to traffic for several hours after the collision.

Passenger Carrie Schipper said her train, travelling from Toronto, stopped at about 2 p.m. at the crossing between McIntyre and Ham roads in Loyalist Township.

"All of a sudden to the left side of me, facing north going east, there were at least eight police officers and I saw a couple with rifles," Schipper said.

Via officials told the passengers there were no fatalities, Schipper said. They were then told the train would be stuck there for at least two hours while police investigated the scene.

"We were told they were arrested and they have to clear the tracks," she said.

The five suspects were handed over to Kingston police.

JOHNSTOWN A new rail-to-road fuel terminal will be the latest addition to a growing railyard near the Port of Johnstown, bringing as many as 10 new jobs. Greenergy Fuels Canada announced Monday it will build a new rail-to-road fuel supply terminal in the Johnstown railyard.

The new terminal will feature a new fully-automated truck loading system allowing road vehicles to load fuel products directly from rail tank cars, with 24/7 truck-loading capability, the Saint John, New Brunswick-based company announced in a media release.

The terminal will be "securely located" within the Canadian Rail Equipment Works and Services Inc. (CREWS) facility and will be operated by CREWS, added officials at the company, a supplier and distributor of fuels that originated in the United Kingdom and entered the Canadian fuel market in 2013.

They added this will be Greenergy's third rail-to-road facility in Ontario, along with terminals in Concord and Thunder Bay.

Edwardsburgh/Cardinal Township Mayor Pat Sayeau welcomed the chance to speak publicly about the new project.

"We've been waiting for it for quite a while," said Sayeau, adding talks had been going on "for quite a while."

"We knew that they were intensely interested in that location," added Sayeau.

Greenergy Fuels Canada's chief executive officer, Mike Healey, could not be reached for direct comment Monday.

In an email to The Recorder and Times, Healey said staffing levels have not yet been determined.

"Greenergy plans to have commercial representation in the region with 1-2 account representatives stationed in Eastern Ontario at a minimum. Kinley

Construction will be hiring local labour and subcontractors to perform the construction work and anticipate needing 4-8 full time employees," wrote Healey.

"We are still working through eventual staffing levels (terminal management/operators) with our partner CREWS who will be operating the facility. Our primary concern as always is making certain that the facility is staffed such that health/safety as well as environmental and operational integrity are at all times maintained. CREWS estimates this will be around 10 additional employees."

It's the latest piece of good news for the rail facility located across County Road 2 from the Port of Johnstown and west of the Giant Tiger distribution centre.

In early February, CREWS completed the first phase of its rail trans-loading facility adjacent to Johnstown's industrial park, with CREWS president and chief executive officer Clayton Jones joining dignitaries in the ceremonial driving of the last spike.

"I am excited to move forward with this project with Greenergy and be a part of positive economic growth in Eastern Ontario," Jones said Monday in a prepared statement.

Construction of the new fuel terminal is set to begin later this summer and take a year.

Once the terminal is operational, Greenergy aims to supply regular gasoline (E10), premium gasoline (PUL) and ultra-low sulfur diesel to retail gas stations and industrial customers in the region.

Sayeau said the township's community development committee has given the necessary approvals for the second phase of the CREWS railyard, with township council's finance committee expected to OK the decision later Monday.

The Greenergy development will be phase three, said Sayeau, who expects the approval process to go smoothly.