

# 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 delagate from the Montreal and Lachine Railroad Company and J.L. McDonald as delegate from Gaganoque. 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.

**06/09/1855      Hamilton Gazette      Kingston (CN)      Prescott**

Prescott Section.- The Grand Trunk Railway in the vicinity of this town is now ready for business. The station house is enclosed, and the interior works are proceeding rapidly. This is a substantial stone building, about 65 feet in length, of good proportions and architectural design, roofed with slate, and looks well. The wood shed is 500 feet long, open at the sides, and has been ready for the reception of fuel for six weeks past. By the energy of W. Ellis, Esq., Superintendent for this section, in pushing the work, the iron is at this moment laid down nearly to Williamsburgh, so that locomotives are able to run from Brockville about 34 miles towards Montreal. The iron bridges over the Bytown and Prescott track, the Johnstown Creek, and other places, are put up, and answer their purpose admirably. These bridges are very simple, apparently quite light in weight, and are very strong. They are composed of iron plates, about two feet in width, rivetted together, and reaching from one abutment to another, being placed so that the weight of the trains will fall upon the iron edgewise. - It has been stated by the London Directors, that the road would be open for traffic from Brockville to Montreal in course of the coming autumn. If the works generally along the line are in as forward a state as they are in this vicinity, the public will not be disappointed.

We are sorry to learn that some evil-minded persons have lately put sticks and stones upon the track, with the purpose, it may be presumed, of throwing the locomotive and cars off the rails, destroying property and endangering life. Already cars have been several times displaced and injured, but fortunately no lives have been lost. Language is too weak to portray the villainous character of fiends who could be guilty of trifling with human life in this manner. We hope they may be discovered and punished as they deserve to be. [Prescott Telegraph.  
Also published in the Hamilton Spectator of 27 September 1855

**13/09/1855      Hamilton Spectator      Kingston (CN)      Prescott**

The text quoted below is an excerpt from a much longer report by Alexander McKenzie Ross, chief engineer of the Grand Trunk Railway, to the company directors, written in September 1855.

The middle section, from Brockville to Belleville (95 miles) is throughout its whole length in active progress; all the masonry, including the principal station buildings, I have every reason to believe will be completed this season; the excavations generally are in a forward state, and very little, except laying and ballasting the permanent way, will be left for next year's operations.

**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.

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 dinner 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.

21/08/1856 *Brockville Recorder**Kingston (CN)*

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, smoke 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. Ruttan 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. Ruttan'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 pannelling 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.

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 of 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.

26/05/1860 *Ottawa Citizen* *Kingston (CN)*

A ROYAL CAR - we had yesterday the pleasure of inspecting what we may well call a masterpiece of art, in the shape of a railway carriage, built, as we understand, by the Directors of the Grand Trunk Company, for the use of his Royal Highness the Prince of Wales, while travelling on their road. The carriage is divided into a handsome, roomy salon, two sleeping apartments and an ante-chamber: all finished in the most elegant and costly manner and wanting and nothing which can conduce to the comfort of the Royal traveler. The exterior of this beautiful carriage, save in the superior character of the painting, differs very little from that of the ordinary first class cars in use on the road. The interior, on the other hand, is perfectly unique, alike in essentials and in decoration; the doors and walls of the different apartments being all beautifully panelled in highly polished black walnut wood, and the ceilings in bird's-eye maple, with broad gold borders. The body of the carriage was, if we are not mistaken, built in the company's workshops at Point St. Charles, but the interior was executed by Messrs. Jacques and Hayes of Toronto, to whose skill in cabinet work it does infinite credit. His Royal Highness, as is well known, has been a great traveller during the past year or two, but we doubt whether he has ever been accommodated on any European railway as he will be in this elegant specimen of what Canadian art and skill can produce from the beautiful indigenous woods of our country.

21/02/1862 *Almonte Express* *Kingston (CN)*

No Mails

We received no mails last night except that from Brockville. All the others were snowed up. The Grand Trunk Railway is in a very bad condition at the present time. Scarcely a day goes past without trains running off the track, and often the delays occasioned thereby are most vexatious, though the dangers of any serious accident have hitherto been averted.

02/05/1862 *Almonte Gazette* *Kingston (CN)*

FATAL ACCIDENT. - On Wednesday morning last week, one of the brakemen on the Grand Trunk Railway fell from the top of a freight train when near the Brockville station, and two or three cars passed over one of his legs. Owing to an unfortunate delay in procuring medical assistance, he died from loss of blood some three hours after the occurrence.

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.

31/01/1865 *Kingston Daily News* *Kingston (CN)* *Lansdowne*

On Thursday morning last, as Judge Malloch was returning to Brockville on the mixed train, due there at half-past ten, he met with a severe accident. From the spreading of the rail, as is supposed, the hindmost platform car, with the baggage and passenger cars, ran off the track about four miles above Lansdowne, and tumbled over in the snow. The Judge, then sitting in the passenger car, was projected head foremost through one of the windows; and was so caught by the body and neck as to be released from his dangerous position with the greatest difficulty; and not until the side of the car had to be hewn from around him. He has a bad cut on his face, and is otherwise hurt, but not so as to prove of serious injury to him.

08/07/1865 *Almonte Gazette* *Kingston (CN)* *Lancaster*

Fatal Railway Accident.

On Saturday night, just after the night express train had passed Lancaster, a party of seven men, in the employ of the Grand Trunk company, had occasion to go to Lancaster after provisions, for which purpose they took a hand-car belonging to the company, and when returning home came in contact with a special train for which they had been waiting some time before they started. The collision killed four of their number, the names of whom are S. Curry, E. Sutherland, Jas. Theiaw and P. Dougherty.

A coroner's inquest was held on the bodies, and several witnesses were examined, when the jury returned a verdict that the accident resulted on carelessness on the part of the men; that the men had no right whatever to take the hand-car belonging to the company, except on business for the company; and they exonerated from all blame those who were on the special train, as they had been properly "flagged", and it was not from any carelessness on their part that the accident occurred.

19/07/1865 *Ottawa Citizen* *Kingston (CN)* *Prescott*

Accident on the Grand Trunk Railway, - On Wednesday evening last says the Prescott Messenger a man named Charles Caueau, about 65 years of age, and belonging to Quenec, was killed at the old Prescott station on the Grand Trunk Railway. It appears the train halted at the station for a moment, and then started on. Deceased had been sitting on the rear of the car, outside and got up to get off. The right hand had hold of the handrail, but the left eigher had not been on it, or was detached by the movement of the train, and the man was thrown backward under the wheels, which passed over his head, cutting it in two. His son-in-law and a brother of the latter, who were on the train with him, stated at the inquest, which was held that evening by Coroner Scott, that they desired him to go inside, but he refused, as he wanted to see the country. The verdict of the jury exonerated all the employees of the railway from blame.

There is a rule on all railways, we believe, that travellers are not allowed to remain upon the platform while the cars are in motion; but it is not sufficiently enforced; and railway managers should insist upon the brakemen and conductors obliging every man to keep inside the cars.

19/10/1868 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

The Montreal Witness says - The Montreal Car Wheel Works have contracted for 800 change-gauge wheels for a company in Kingston, who have contracted with the GTR to furnish 100 box cars. These cars will doubtless come into general use because they can be run on broad and narrow gauge. Mr. Shackell, of the GT is reported to be the patentee. One of this class was run on the GTR some five years ago, but, we believe, this gentleman was not the patentee of it. GT officials are great men for patents.

CE&MCo: This morning this company despatched from their establishment ten freight cars, being part of a contract of 100 with the National Car Company of Boston Mass. The cars are intended to run from Boston through to Chicago on the GT Line, and the difference in the gauges of the American and Canadian lines is overcome by a new and ingenious contrivance on the axle whereby the wheels are adopted to either broad or narrow gauge. This contrivance is very unique, and requires great accuracy of workmanship in the make.[A] The line of these cars is to be known as the 'Green Line', and is meant as an opposition to the 'Blue Line', already well known and established, its headquarters being at New York, and whose cars traverse the Great Western line, an additional rail having been laid down on that road to obviate the differences in the gauge, the cars not having the shifting contrivance of the axle tree of the present. The cars are very handsomely finished, being, of course, painted a fine bright green colour in conformity with their name, and during their stay at the depot at the foot of William Street, their fine appearance attracted a good deal of attention, and were the subject of much remark.

08/02/1869 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

THROUGH WITHOUT BREAKING BULK: A new device for through-freighting is now being put into operation on the Grand Trunk Railway. Last Tuesday morning (2-02-69) a train of twelve cars went west laden with merchandise for Chicago, St.Louis and other points in the West. These cars run through from Boston to their destination, be it St.Paul or Salt Lake City, adopting themselves to the different gauges on the route. The wheels are made to shift on the axle, to which they are perfectly fitted by means of the keep. When fixed to any required gauge, the wheels are retained in their place by keeps, which are easily withdrawn when it is necessary to change gauge. The contrivance is a very simple, ingenious, and apparently effective one. The right of the invention is patented, and held, we believe, by Mr.Yates of Brantford, and is worth a very large sum of money The change of gauge is easily affected by with drawing the keys and running the cars on a siding of track inclining from broad to narrow gauge, or vice-versa. If this plan succeed, and its success can hardly be doubted, it will entirely supersede the very expensive device of a third rail. A large number of the class of cars in question are now being constructed, and doubtless we shall have(?) daily trains running to and fro from the seaboard and the Mississippi, and ere-long to the Pacific coast, with breaking bulk. The already very heavy through-freight traffic of the Grand Trunk must be incalculably increased by the success of the 'change gauge' cars, and the ability to make successful competition with other routes relatively enhanced. A principle application to the running gear of freight cars can also, no doubt, be applied to that of passenger coaches. We may reasonable expect very shortly to see the Pullman (sic.Pullman) Palace, and other cars, passing our doors from the Atlantic and St.Lawrence ports to the extreme western points of travel. Should the success we anticipate from the change gauge plan be realized a traffic already respectable will tax, if it do not exceed, the greatest capacity of a single line of rails, and gladden our breasts, we trust, of now despondent proprietors.  
(from the Cornwall Freeholder)

08/02/1869 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

CHANGE GAUGE CARS: Ten more of the one hundred change gauge cars, under contract to be constructed here by the CE&MCo, for the National Car Company, were despatched from the city on Friday last (2-05-69) ... neat construction and appearance ... untended ... on the through line from Boston to Chicago and the Great West ...

[Kingston Daily British Whig:2-08-1869 & Kingston Weekly British Whig:2-11-1869]

23/02/1869 *Kingston Daily News* *Kingston (CN)* *Gauge Change Cars*

CE&M WORKS: The third installment of freight cars for the 'Green Line' of the Boston Car Company, consisting of ten, were turned out by the Company to-day, and the others are in a state of forwardness. The cars remained for a short time on the track near the Company's premises, and their handsome appearance was the subject of a good deal of curiosity and remark.

25/02/1869 *Kingston Weekly British W* *Kingston (CN)* *Gauge Change Cars*

MORE CARS: Another installment of ten cars for the Chicago and Boston "Green Line" were turned out of the CE&MCo Works yesterday.

02/04/1869 *Kingston Daily News* *Kingston (CN)* *Gauge Change Cars*

CE&MCo: This company a few days since despatched ten additional freight cars for the National Car Company of Boston, which completes half the number of its present contract with that company. The cars were in every respect similar to those previously despatched, and the same pains have been taken in the make and finish.

28/04/1869 *Kingston Daily News* *Kingston (CN)* *Gauge Change Cars*

CANADIAN MACHINE WORKS: the CE&M Works Company despatched this morning ten additional cars to the Boston Car Company, another instalment of their contract. The present cars are quite equal to those previously despatched, and are a credit to the company.

31/05/1869 *Kingston Daily News* *Kingston (CN)* *Gauge Change Cars*

AMERICAN FREIGHT CARS: The CE&MCo this morning turned out ten additional freight cars for the National Car Company of Boston, making a total of ninety already completed for the firm, and leaving ten to complete the existing contract between the firms. The cars have given perfect satisfaction.

01/02/1870 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

MORE NEW CARS: Yesterday ten new box freight cars were turned out by the CE&MCo. This is the first instalment of 500 for the Canada Rolling Stock Company, (the) whole of which is rented by the GTR, externally resemble what is known as the Grand Trunk Standard Car, that is, the best description of car known on that road, and combining all the improvements which its experience has suggested ...

10/03/1870 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

CANADIAN ENGINE & MACHINERY CO: Prosperity is dawning anew on the operations of this company. They are building, at their works on Ontario Street, 300 box freight cars for the Canada Rolling Stock Company, the whole of which are to be delivered on the track of the GTR during this year. ... Five of the new box cars were turned out of the Works yesterday, complete.

28/03/1870 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

CANADIAN ENGINE & MACHINERY CO: ... About fifty of the freight cars of the Canada Rolling Stock Company are complete.

28/04/1870 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

MORE CARS: Yesterday five fine new freight cars, out of the contract for 100 cars for the Canada Rolling Stock Company, were turned out of the CE&MCo's Works. They turn them out at a rate of one a day.

23/06/1870 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

NEW CARS: Five more cars were turned out by the CE&MCo on the Canada Rolling Stock Company contract and left on the GTR.

07/07/1870 *Kingston Daily British Whi* *Kingston (CN)* *Gauge Change Cars*

... Five additional new cars for the Canada Rolling Stock Company were completed and sent off by the CE&MCo yesterday, from their foundry. This completes the first order of 150 cars, which has been supplanted by another for a similar number.

09/07/1870 *Montreal Gazette* *Kingston (CN)* *Gauge Change Cars*

CANADA ROLLING STOCK: Canadian Engine is building 300 box cars for the Canada Rolling Stock Co.

The CE&MCo have just completed and despatched ... ten cars of revertible gauge for the Rolling Stock Company of Boston, being part of a contract for 150 cars.

GRAND TRUNK RAILWAY OF CANADA - A GLANCE AT IMPROVEMENTS (from the International Railway Guide) ... Several hundred new freight cars have been built by the Canada Rolling Stock Company, and leased to the GTR.

NEW ROLLING STOCK: Yesterday morning the new locomotive {likely GTR 284 #77} for the GTR left the CE&MCo's Works and steamed out on the city branch line. It is now on duty on the named line. Another instalment of five freight cars for the Canadian Rolling Stock Company, were also delivered over by the CE&MCo, and were taken out by the new engine.

CANADIAN ENGINE WORKS: Another locomotive, no.285, and two tenders for the GTR, together with the usual compliment of five freight cars, for the Canadian Rolling Stock Company were turned out of the CE&M Works yesterday.

NEW CARS: Five new freight cars left the CE&MCo yesterday for the Canada Rolling Stock Company.

NEW CARS: On Thursday five new freight cars on the Canadian Rolling Stock Company contract left the CE&MCo's Works by the branch line, for the GTR.

NEW CARS: Five new freight cars, nearly making up the contract for the two hundred ordered by the Canada Rolling Stock Company, were turned out of the CE&MCo's foundry yesterday.

NEW CARS: Five more box freight cars were turned out on Monday for the Canada Rolling Stock Company by the CE&MCo. The large contract for 300 cars will now be completed in two or three weeks.

CE&M WORKS: The large contract of three hundred freight cars, taken by this Company in 1869 for the Canada Rolling Stock Company, has just been completed, and the last batch of three cars will be turned out tomorrow for despatch to their destination. To fill up a lull which generally occurs in the winter season, the carpenters in the car shop have been placed at work on twenty-five cars for the Brockville & Ottawa Railway, also three snowplows for the GTR, the latter of which will be finished, and leave the foundry about the beginning of next week.

CE&M WORKS: The large contract of three hundred freight cars, taken by this Company in 1869 for the Canada Rolling Stock Company, has been completed, and the last batch of five cars will be turned out today. To fill up a lull which generally occurs in the winter season, the carpenters in the car shop have been placed at work on twenty-five cars for the Brockville & Ottawa Railway, also three snowploughs for the GTR, the latter of which will be finished, and leave the foundry about the beginning of next week.

MORE ROLLING STOCK: (from the Belleville Intelligence) - The Rolling Stock Company of Canada has given orders for 500 freight cars and our enterprising townsman C.J. Sterling has the contract to supply prepared lumber for the cars ... over \$25,000 ...

A new station. In accordance with the design of improving the principal stations on the line of the Grand Trunk Railway, the sum of \$7,500 is about to be spent on the buildings of the Company in Kingston. The present stone building which served as a common waiting room and for offices of the station employees besides, and was in an eminent degree unsuited to the respectability and pretensions of both the Railroad and the city, being no larger and no neater than the ordinary stations of towns and villages along the line, is to be replaced by a two storey building. This will contain a waiting room for first class passengers, ladies and gentlemen, well furnished and comfortable, a waiting room for ladies travelling alone, with proper attendance, and a waiting room for second class passengers. These will be kept in good order, and the travelling public as well as visitors from the city who have frequently to meet friends at the station, will welcome the change. The discomforts heretofore attending a delay at the depot can be remembered with anything but pleasurable feeling. This, we may state was not owing to a want of attention by the officers at the station, but to neglect in higher quarters. The removal of the office of Mr. Stephenson, the Superintendent, to Kingston which we lately hailed with pleasure, has now led to this and other good results. The offices of Mr. Stephenson will be located to the building, and new station offices are to be built for Mr. Neilson and his assistants. This extension of property sounds like a nail in the coffin of the branch track into the city, and much as we welcome the improvements on one account, we regret them on another.

#### G. T. Station Improvements

Reference is made in another column to those improvements. In detail they are as follows:-

The present building is to be enlarged and an additional story with a "Mansard Roof" added. The whole of the lower part of the building is to be thrown into waiting rooms and will be arranged as follows:

Lower floor-1, Waiting Room for Ladies only; 2, Ladies and Gentleman's Waiting Room; 3, Ticket Office; 4, General Waiting Room; 5, Wash Room &c; 6, Hot Water 7, Staircase.

The upper story will be used for offices only and will be as follows: 1, Superintendent's Office; 2, Clerks Office; 3, Telegraph Office; 4, Express Office; 5, Staircase.

The whole building is to be heated by steam. An additional brick building is to be erected in the vacant land, formerly a very handsome garden, immediately east of the stone building used as the present Station house, and will be arranged as follows:1, Baggage Room; 2, Conductor's Office; 3, Car Checkers' Office; 4, Station Master's Office.

Mr. Overend of this city has the contract for the whole of the work, amounting to near \$7,000. The whole of the Company's land and premises will be fenced in, and will be protected. It is intended to carry the stone wall in front of the buildings, and cabs and carriages will be admitted through the entrance gates. The improvements will be completed in time for the Exhibition.

The Grand Trunk Railway Company are about erecting a fine station at Brockville to replace the one now in use, it having become much too small for the largely increasing traffic at this place. They have recently erected a fine large engine shed.

Town and Country

Private Excursion Party. - On Sunday morning early, a party, among whom were the two Messrs. Pullman, arrived in the city in one of the Pullman palace cars on a special train, and took passage in the morning steamer down the river. This is the first Pullman car which has been run into the city. The wharf being so near the track forms an excellent connection.

Grand Trunk Accident  
Collision of Freight Trains- -One Man Killed.  
Wreck of Both Trains.

This morning the city was startled by the report of an accident having occurred on the Grand Trunk Railroad, three miles east of Kingston. As usual there were greatly exaggerated rumors, and the public were deeply moved by the current statement that five persons had lost their lives in consequence of a collision. However, the accident, deplorable as it is, did not entail altogether such fearful consequences. Sad enough it was, though. Besides the wrecking of the trains, and the infliction of injuries on four of the employees, one life has been sacrificed to an unfortunate mistake.

#### The Accident.

About eleven o'clock last night, the despatcher sent off freight train No. 13 going East. It had scarcely left the station when he discovered that No. 14 freight train coming West had left Ballantyne's Station, and had not yet arrived. The fiery monsters with their living freight were approaching with full speed, and a collision and a dreadful accident was clearly inevitable, for though the receding train No. 13 was not yet out of sight, it was too late to recall it. The impending doom was seen and felt minutes before it was likely to occur, but the officials were powerless to avert it. "God help the poor fellows" very fervently uttered and the excitement of the succeeding minutes of suspense and dreaded anticipation, was all the aid that could be extended. Meanwhile there was an utter unconsciousness of danger

#### On The Trains.

No. 13 was proceeding rapidly on the down grade, and had turned the curve of Tuttle's Hill, about two miles from the outer station, when the driver named Grey, saw No. 14 approaching. He had time just to comprehend the awful situation presented to his startled senses, and with his fireman to jump for his life. No. 14 was not proceeding quite so fast, and driver Ellis with excellent presence of mind reversed his engine and called to his fireman to jump. He put his foot on the step of the locomotive, and with that coolness in the face of terrible danger which in railway men is a proverbial gift, waited until he saw his assistant disappear in a leap on the opposite side, and then as the two engines were on the point of meeting, he made a desperate leap for life, and as he met the ground with a severe concussion, he was made conscious of a more terrible disaster by the dreadful crash which attended

#### The Collision.

The trains were imbedded one in the other, and the locomotives - disabled monsters, were buried in debris of cars and freight to the height of ten or twelve feet. The engines were wrecked, and held each other in powerful embrace. The tenders were completely buried. Such had been the force of the collision that an empty freight car in No. 14 passed completely over both locomotives and fell disabled on the mass on the opposite side. Three cars of No. 13, containing flour, bran and coal oil, were completely broken to pieces, and the contents scattered around over the track. Two or three cars of No. 14 were alike smashed to pieces, while three others, with broken ends and bearing effects of the heavy collision, were thrown off the track. Eight or nine cars on the trains escaped with comparatively slight injury, and having kept on the track were brought away early this morning in order to assist in clearing the track, and prevent their taking fire. The scene of the accident is one of awful destruction, and the loss to the company must be very great.

#### Escaped.

The conductors and brakemen of the train, escaped unhurt, but having had no warning of the danger were so overcome by the shock in the rear of the train as to be perfectly bewildered as to what they should do. They encountered driver Ellis, and the other driver and the firemen were found lying there disabled. The pilot engine came down from the station with a small gang about twelve o'clock and then the officials above learned of the full extent of the accident, and of the injuries to the employees. The pilot at once returned, and Dr. Maclean having been sent for to the city, with Mr. Stevenson, the superintendent of the central division, about one o'clock it again left for the scene of the accident. Doctor McLean at once gave his attention to the care of the injured. He found both drivers and the two firemen suffering; and they were at once brought to the station, and taken to Quigley's, where he attended to their injuries. Driver Grey had received a severe concussion of the spine; driver Ellis was slightly bruised; one of the firemen had his ankle dislocated, and another had his shoulder dislocated. The dislocations were reduced, and the other injuries were as carefully treated as circumstances would allow. None of them are very severe, and it is expected the men will speedily recover.

#### One Man Missing.

Up to this time the men at the wreck were fruitless in their search for a trace of a passenger named Willoughby on one of the trains, who was missing. He had got on the tender of No. 14 at Gananoque, and had ridden up on it with the driver, contrary to the company's rules. He was seen by driver Ellis still sitting on the tender box when he jumped off. He was an old man and either he was unable to jump, or lost his presence of mind in such an unusual exigency. Just now too, a

#### New Trouble

assailed the rescuers. The debris under the engines caught fire and threatened to make a complete sweep of every thing. Carloads of coal oil were scattered over the track, and if the flames once reached them there would be no possibility of stopping the conflagration. But by the prompt and energetic action of the employees the fire was suppressed, and the danger averted. At two o'clock the missing

#### Body Was Found

on the side of the track, about ten feet from the engines. It was lying under the roof of a freight car, on top of which rested another car, and under the weight of both, he was instantly crushed to death, so crushed, indeed, that his breastbone was turned into his spine. When the car was raised, his feet were seen protruding through a hole in the car top, and then to rescue the limp, lifeless mass was the work of a very few moments. The body was put on a car and taken to Quigley's at the station to await an inquest.

#### The Deceased

was an elderly man, and a widower, and leaves a family. He was connected with a cheese factory and lived near Gananoque. He was very anxious to reach Kingston, and begged a passage on the train, and was unfortunate enough to be successful in his appeal for a breach of the Company's rules. He had \$62 in cash in his pocket, besides a great number of papers.

From one o'clock until eight o'clock this morning Mr. Stephenson and his assistants were very busily engaged superintending the work of clearing the track so as to enable the business of the line to proceed. It was late in the day, however, before the road was opened. When the morning express from the West arrived the passengers were taken to Kingston Mills by cabs, and there met the express from the East, which returned to Montreal. The passengers from the East were brought up by cab, and left by the train which had just arrived from that direction. The delay to passengers was therefore trifling.

The young operator who gave the order for the despatch of No. 13, did so fully under the belief that No. 14 had arrived. He had been an employee for eight years without a charge against him, and had always borne the best character for carefulness and attention to duty. For several days he has been ill, and probably this and the night duty injured his faculties.

The accident occurred at 11:30 o'clock, as Ellis' watch stopped at that hour from the concussion.

We may state that Messrs. Stephenson and Neilson showed the greatest solicitude for the comfort of the injured and the passengers on the trains.

The Inquest.

At eleven o'clock Dr. Barker, Coroner, proceeded to hold the Inquest at the G.T.R. Depot. A respectable jury was sworn, of which Mr. John Elliott was foreman. After the viewing of the body the evidence was taken.

Mr. Neilson, the Station Master, gave evidence of the despatching of trains by the operator, who is despatcher between Brockville and Belleville. No. 13 had the right of track. Mr. Neilson was in bed, it being beyond his hours of duty.

Dr. Maclean gave evidence of the finding of the body at the scene of the collision, with his chest crushed in, and skull fractured.

Jonathan Randolph, conductor of No. 13, swore that he had received written order from the operator to proceed with his train East. About two miles down he heard a whistle of down breaks, repeated once or twice, and then the collision occurred. He was on the pilot engine of his train, which was in rear. He is not allowed to carry passengers, but they do get on the train.

John Gorman, fireman on No. 14, gave evidence of the collision. About a minute elapsed before the danger first appeared and the collision. He jumped off and was injured thereby. Deceased got on the engine at Gananoque, and was on it before the collision.

Andrew Macadoo, conductor of No. 14, received orders at Gananoque to come to Kingston, to cross here Nos. 11, 13 and 15; was on time, two specials crossed at Ballantyne; received an order there to proceed; was on the rear of his train; did not know deceased was on it; never saw him; before the collision, heard a whistle of downbreaks.

James Ellis, driver of No. 13, saw the head light of No. 14 less than a minute before collision; was ahead of time at Ballantyne, but late when left; otherwise would have been in Kingston before No. 13 left. Deceased was on the engine, but was unknown to witness.

James Stephenson, Sworn.—Is Superintendent of the Grand Trunk Railway between Belleville and Montreal; is of opinion that the operator, John Neilson, who gave the order for train No. 13 to proceed East, imagined that train No. 14 had arrived at the Kingston Station. The operator, John Neilson, is an excellent steady and hitherto valuable servant of the Company.

The verdict was unanimous that deceased came to his death accidentally on the 21st of August in a collision on the G.T.R.R. having been on the engine without the consent of the Railway Authorities

**15/11/1871    Kingston Daily British Whi    Kingston (CN)    Gauge Change Cars**

NEW LOCOMOTIVE AND CARS: Yesterday the CE&MCo despatched from their works the first of the new contract for nine locomotives for the GTR. It was accompanied by another installment of five freight cars for the Canada Rolling Stock Company.

**15/11/1871    Ottawa Citizen    Kingston (CN)**

NEW LOCOMOTIVE AND CARS: Yesterday the CE&MCo despatched from their works the first of the new contract for nine locomotives for the GTR. It was accompanied by another installment of five freight cars for the Canada Rolling Stock Company.

**24/11/1871    Ottawa Citizen    Kingston (CN)**

Five new cars for the Canada Rolling Stock Company, Grand Trunk through line, were turned out of the Canada Engine and Machinery Works, on Saturday, (18/11) and left that city station for their destination [sic] to-day.

**27/11/1871    Kingston Daily British Whi    Kingston (CN)    Gauge Change Cars**

Five new freight cars for the Canada Rolling Stock Company left the CE&MCo's Works this morning for the GTR.

**03/01/1872    Kingston Daily News    Kingston (CN)    Gauge Change Cars**

NEW CARS: The CE&M Works turn out their complement [sic] of five box cars weekly for the through line of the GTR. The workmanship is excellent, the construction substantial, and in every respect the cars class with those of any eastern or western build.

**23/02/1872    Kingston Daily News    Kingston (CN)    Gauge Change Cars**

The CE&M Works ... has never perhaps been more busily engaged than at the present time, and the future promises to be marked with a still greater degree of activity. During the whole of the winter season the work ... has progressed ... to complete contracts of an urgent and important character, most of the mechanics -and efficient staff -have been obliged to put in many hours overtime, not infrequently till midnight. The company holds combined contracts from the IRC, GTR and GWR, ... apart from a contract of one hundred and seventy-five changeable gauge box freight cars for the Canada Rolling Stock Company, one hundred and thirty of which have already been built and delivered. Two locomotives and thirty cars monthly are turned out.

**03/05/1872    Kingston Daily News    Kingston (CN)    Gauge Change Cars**

NEW CONTRACT: The Canada Rolling Stock Company have contracted with the CE&MCo of Kingston for five hundred more cars, to be used on the GTR.



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.

23/08/1872 *Kingston Daily News*

Kingston (CN)

Gauge Change Cars

THE CE&MCO: The usual weekly compliment of five cars for the Canada Rolling Stock Company left the CE&M Works today.

26/09/1872 *Kingston Daily News*

Kingston (CN)

Gauge Change Cars

CE&MCO: ...Our local representative, ever true to his professional instincts, dropped in yesterday in quest for an 'item', and was informed that a new contract of one hundred box-freight cars, narrow gauge, for the Canada Rolling Stock Company were then being commenced, the first complement of five being in a partial state of construction.

16/10/1872 *Kingston Daily News*

Kingston (CN)

Gauge Change Cars

NARROW GAUGE CARS: The last compliment of four cars of the contract held by the CE&M Works for the Canada Rolling Stock Company (narrow gauge) left the foundry today for their destination. They were accompanied by one car of a contract of five hundred for what is termed the Canada Rolling Equipment Company (narrow gauge, too) for the GTRCo, the Machinery Works unable to complete the tender owing to the pressure of other business, have sublet four hundred cars to different other establishments, the whole of which are intended to be run on the American line and branches in Canada. ...

14/02/1873 *Almonte Gazette*

Kingston (CN)

Brockville

Accident on the Grand Trunk  
More Smash Ups and Crash Ups

PRESCOTT JUNCTION February 12. - The Pullman, a first-class, and the post office cars, of No. 3 Express, of last night got off the track and upset, a mile or so this side of Brockville. They brought the injured passengers on to this place, where they are now under the care of Dr. Brouse. None of them are believed to be dangerously injured, though pretty badly bruised.

Following are the names of all who were seriously injured by the Pullman incident: - Mrs. Moore, of Maine, U.S.; Mr. Floyd, of England; Mr. Carey, Mr. Prudhomme, Mr. Cameron, and Mr. Stogo, Mr. Stafford, of Ontario; Mr. Bouell of Kansas, U.S.; and Mr. M.R.J. Devlin of Ottawa. The injuries are caused by cuts, bruises and the shock. None of the patients are in danger, but several will have to stay over for a few days.

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.

10/06/1873 *Kingston Daily British Whi* Kingston (CN)

Kingston

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 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.

**25/12/1874     Engineering                     Kingston (CN)                     Gauge Change Cars**

The stock and effects of the Canada Railway Equipment Company, and also the Canada Rolling Stock Company, have been purchased by the Grand Trunk Railway of Canada. The purchase price was 1,300,000 dollars.

**14/06/1878     Almonte Gazette                     Kingston (CN)                     Brockville**

Collision on the Grand Trunk

An Express train Runs into an Engine at Brockville - No Lives Lost.

Brockville, June 9. - A serious collision occurred at three o'clock this morning on the Grand trunk Railway, about one mile east of this place, which, although no lives were lost, resulted in considerable damage to the engines. It appears a special engine left Maitland shortly before the midnight express, and on arriving near Brockville was detained owing to the semaphore being up. While waiting for the semaphore to be put down, the express train came along at a rapid rate, and ran into the rear of the engine, smashing both engines and causing a terrible wreck. The express and baggage cars were thrown a distance of twenty-five feet from the track into an adjoining field. An auxiliary car was sent down at once with a large force of men, who soon cleared the track, and another engine being procured, the express train left for the west after a detention of three hours. It is a miracle that no lives were lost. The baggageman, who was in the car at the time of the accident, had his arm broken. It is not yet known what was the cause of the collision, but it was said that while waiting for the semaphore to be put down, the engineer and fireman on the special engine fell asleep. A large force of men are engaged in clearing the wreck.

**04/10/1878     Ottawa Citizen                     Kingston (CN)                     Morrisburg**

Accident on the Grand Trunk.

NARROW ESCAPE FROM A TERRIBLE DISASTER.

One Man Killed, - No One Else Injured

Prescott, Ont., 4th. The express train from Montreal last night ran into a freight train at Morrisburg. Several freight cars were completely smashed, and the engine on the express was thrown from the track and utterly demolished. A man named Thos. Pritchoro, of Brockville, an employee of the Grand Trunk Railway, was killed. The deceased was on the engine. The driver and fireman jumped from the train when they realized their danger, and escaped unhurt. The train consisted of seventeen cars, whose passengers were nearly all excursionists on their way home from the boat race. A number of Ottawa people were aboard, but no one was hurt with the exception of the man Pritchoro. The train had slackened speed as it was approaching Morrisburg station, and to this may be attributed the absence of a most serious accident. There is no positive evidence as to who is to blame. An inquest to be held on Pritchoro to-day will bring out the facts. The Ottawa excursionists will arrive at four o'clock.

Morrisburg, 4th. About two this morning the express train No. 4 going west ran into freight train No. 21 also going west. It appears the freight train was too long for the siding, and by some means the steam breaks on No. 4 would not work. One man, an employee of the Company, named Pritchoro of Brockville, was killed, and one engineer on No. 4 slightly scratched. No. 4 was a heavy train, with two engineers. It seems a miracle to see engines, tenders and cars so smashed up without more loss of life. An inquest is pending.

**04/10/1878     Cincinnati Daily Star                     Kingston (CN)                     Morrisburg**

Fatal Railroad Collision

National Associated press to the Star.

Morrisburg, Ont., Oct 4. An accident occurred here early this morning on the Grand Trunk Railway, by the up express running into an up freight train. Some cars on the express, with nine freight cars and two engines, were badly damaged. An employee of the road named Picard, of Brockville, was instantly killed. No other serious injuries are reported.

**04/10/1878     Kingston Daily News                     Kingston (CN)                     Morrisburg**

Accident on the Grand Trunk - at an early hour this morning an accident occurred on the Grand Trunk Railway, resulting in the death of one man and slight injuries to several others. A very large train, drawn by two locomotives, conveying the excursionists from the boat race, was approaching Morrisburg station. As usual speed was slackened, the train running at about six miles an hour. By some mistake it got on the wrong track, and ran into another train of cars standing without an engine. The cars were smashed and the first locomotive was upset. The engineer jumped off the train, but another man, belonging to Brockville, whose name was unknown, was crushed by the locomotive and was instantly killed. The express car was also smashed and the goods strewn about the track. It is a very fortunate thing that the train was proceeding so slowly, as had it been going at full speed a fearful massacre would likely have ensued. A considerable number of Kingstonians were on the train, but none of them was injured.

**05/10/1878    Ottawa Citizen                      Kingston (CN)                      Morrisburg**

On Board - Among the Ottawa people who were on the Grand Trunk train when it telescoped with a freight train at Morrisburg were Messrs. Tackaberry, R. St. George, and F. Elmore. They say it created the greatest excitement.

**05/10/1878    Montreal Gazette                      Kingston (CN)                      Morrisburg**

Morrisburg October 4. At about 2 o'clock this morning the express train No. 4 going west, ran into freight train No. 22, also going west. It appears the freight train was too long for the siding, and by some means the steam brakes on No. 4 would not work. One man, an employee of the company, named J. Pritchard, of Brockville, was killed, and one engineer on No. 4 was slightly scalded. No. 4 was a heavy train with two engines. It seems a miracle to see engines, tenders and cars so smashed up without more loss of life. An inquest on the body of Pritchard will be held to-morrow morning.

**12/05/1879    Kingston Daily British Whi    Kingston (CN)                      Brockville**

Nitro-Glycerine

The Grand Trunk authorities on Saturday discovered a car with several cases of the so-called blasting powder at Brockville station. They had it shunted on what is called the Manitoba siding, a couple of miles west, and Mr. Spicer requested Dr. Volney to unload it. Volney's man examined it and said the glycerine was leaking through the cartridges. He was, at first, afraid to remove it.

**29/08/1879    Globe and Mail                      Kingston (CN)                      Iroquois**

Canadian News

Elsewhere

Iroquois, Aug. 28.—While the down mixed train, No. 7, was approaching the Grand Trunk Railway Station at this place about noon to-day, coming down a steep grade, the engine and four cars became detached from the rest of the train, and, rushing rapidly through the yard, collided with No. 12 up freight train, which was standing about half way inside the switch, taking water at the eastern tank. The engine was reversed, but could not be stopped. Fortunately no one was injured, the engineer and fireman having jumped from the engine opposite the freight office. Three loaded cars were thrown from the track on their sides into the ditch, and were badly damaged. The engine and tender were knocked off the track and badly damaged. The auxiliary car was brought from Brockville, and the track cleared in a short time. Up express No. 2 was detained at Morrisburg about three hours.

**29/08/1879    Kingston Daily British Whi    Kingston (CN)                      Iroquois**

Collision

Part of a Mixed Train Runs into a Freight

Iroquois, Aug. 28.- While the down mixed train No. 7 was approaching the Grand Trunk station at this place, about noon to-day, coming down a steep grade, the engine and four cars became detached from the rest of the train, and, rushing through the yard, collided with No. 12 up freight train, which was standing about half way inside the switch taking water at the eastern tank. The engine was reversed, but could not be stopped. Fortunately no one was injured, the engineer and fireman having jumped from the engine opposite the freight office. Three loaded cars were thrown from the track on their sides into the ditch, and were badly damaged. The auxiliary car was brought from Brockville and the track cleared in a short time. The up express No. 2 was detained at Morrisburg about three hours.

**29/08/1879    Montreal Gazette                      Kingston (CN)                      Iroquois**

Condensed Telegrams

Ontario

As the mixed train coming east was descending the grade about two miles west of Iroquois, a coupling gave way and let the engine and part of the train go rushing down and run into a freight train going west, just entering the switch, knocking three cars into the ditch and badly damaging the engine of the mixed train. The driver and fireman jumped from the engine when they saw they could not stop in time to prevent a collision. No one hurt.

**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.

**12/11/1880    Almonte Gazette                      Kingston (CN)**

At the Brockville Assizes, in the case of Jones vs. the G.T.R.R. an action to recover damages for being put off a train, his ticket being out of date, the judge held that the plaintiff did not fulfill the contract or conditions written on the ticket, and therefore non-suited him.

**06/12/1880    KingstonWhig Standard                      Kingston                      Kingston**

LAST NIGHT'S FIRE. - About 9 o'clock last night an alarm (the first in six weeks) was sounded. A spark had fallen upon the greasy floor of the round house at the Grand Trunk depot, and a dangerous blaze ensued. The railway employees kept the blaze in check until the fire brigade reached the station. The babcocks were sufficient to extinguish the flames. There was no serious damage done.

**22/04/1881    Almonte Gazette                      Kingston (CN)                      Lansdowne**

KILLER BY A TRAIN. - A young man named James Kilmurry, on Saturday evening at Lansdowne Station attempted to jump on a freight train as it was moving out of the station. Fell beneath the wheels and had both legs badly smashed.

**FATAL G.T.R. ACCIDENT****A Passenger Express Train Comes to Grief****THROWN BY A COW AT PRESCOTT****The Locomotive Jumps the Track and is Smashed.****THE DRIVER KILLED ON THE SPOT****Miraculous Escape of a Train-full of Passengers****By Telegraph to THE CITIZEN**

Prescott, 13th. Prescott. The No. 4 express from Montreal to Toronto passed here at her usual time, 2.20 a.m. having a large train of coaches well filled. After leaving this station and when passing the semaphore west of the station, the cowcatcher caught a cow which was one of three or four on the track and carried her along the track about three or four hundred feet to the first crossing west of town. The cow was carried over the cattleguards to the east side of the public road, but fell partially into that on the west side of the road, lifting the engine off the track and throwing it over the slight embankment to the south side of the railway. The engine lies a perfect wreck with all its upper furnishings twisted off. The engineer Howarth, held heroically to his place and was found a mangled corpse, partly under the engine with one hand around the whistle and the escaping steam pouring forth on his side. The ground where he lay is saturated with blood. His body now lies in the baggage room of the station awaiting an inquest. The express messengers were also among the injured, but were able to be sent to their friends. A report says six passengers were wounded, but as they were transhipped to another train and sent westward, this cannot be positively ascertained. The tremendous force of the concussion can be partly understood by one standing at the scene and seeing the total wreck of cars and engine. The engine fell on the south side of the track, where it remains, but the tender passed about thirty feet further and with its truck lies a shapeless mass on the north side. Close to the tender, but farther into the field, lies the express car, also a total wreck. The agent of the company at this place promptly placed a man to guard the goods, which was scattered by the collision. A second class car is piled on the tender, while its rear-end is buried in the ground to a considerable depth. The windows of this car are broken, probably by the affrighted passengers, who made that escape through them. Some of the seats and windows are covered with the blood of the wounded. From the point where the engine caught the cow to where it jumped the track, and now lies embedded in the soil, is about 300 feet. The track was torn up sixty or seventy feet, which is being promptly repaired, and will be ready for the westward express at one 1.47 p.m.. The property damaged is the engine and tender, the mail and baggage and express cars, one second class and three first class cars. The loss of life is small, when it is remembered that a heavy train on a downgrade was suddenly stopped and its living freight piled indiscriminately among wrecked cars.

Montreal, 13th - the news of the accident on the Grand Trunk Railway created a profound sensation here today, as there was a very large number of citizens on the train, including the members of the Junior Shamrock Lacrosse Club, who were going to Toronto to play a match. One of the victims of the catastrophe, the fireman Taylor, was brought to the city about mid-day. He is very badly injured, but the doctor thinks not fatally. His head, face, arms and legs are covered with cuts and bruises. He says he was thrown from the engine right over the tender, and was caught in something and dragged for some distance until he became senseless. The accident he and others attribute to the slowness of the train on the downgrade. Had the speed been twenty miles an hour the cow would have been pitched off the track and no injury done. Howarth, the dead engineer, leaves a wife and one child, who resides near this city. He was eighteen years in the company, and was considered one of the safest and best men in the service. The Montreal Witness says: "the accident on the Grand Trunk Railway evidently is a more serious one than the official despatch received from the railway headquarters would seem to indicate. On the arrival of the Toronto Lacrosse team members of which were interviewed by a witness reporter, who received the following accounts in substance: at about half-past two o'clock, when we were asleep, our car suddenly stopped, and we were ordered to get out and walk to the next station, Prescott, about half a mile away. On the road we saw the cause of the trouble. The engine of the up train was lying on its side off the track. Crushed, with his arm around the whistle from which the steam had been escaping, was the engine driver, with his hands clenched, a rag wrapped around one, a wound in his cheek. He had evidently been thrown forward from his position. The tender was upside down under a passenger car, the express car was one mass of splinters, and having been loaded with fruit, quantities of it were piled around, some six passenger cars were off the track, the track was torn up for a hundred yards or more, the ties being "scooped right up." The passengers from both trains were gathered around and the wounded men were moaning piteously. It required a minute search to discover any traces of the cause of the accident. A tuft of hair here, a piece of flesh there, a bone and a fragment of tail, scattered along the track for a hundred yards where all that was left of the cow which had been straying on the track. The train had just left Prescott having gone but about half a mile when the accident happened and thus has not got up full speed. Had it been running quickly the probability is that the cow would have been thrown off without difficulty but there not being sufficient momentum for this the locomotive left the track. As quickly as possible the dead and wounded men were carefully picked up. The wounded were the fireman and express messengers, King and Mackenzie. King, who received internal injuries was placed on the east bound train, and sent to Toronto with the westbound passengers. The fireman, express messenger Mackenzie, in charge of a physician, and the body of the engineer, Howarth, were placed on the uninjured western bound cars and after considerable delay this train was attached to the morning's local from Cornwall, which backed down to meet them, and brought to Montreal. The express messenger Mackenzie, however was carried off the train at a station west of Cornwall, it is said in a dying condition, still in charge of the physician. Some eight or nine of those in the passenger car were injured more or less, but some very seriously, while all in the car received a terrible fright; but, strange to say, those in the Pullman car were not in the least disturbed at the time of the accident.

The passengers in the Eastern bound train arrived at the place of the catastrophe only some half hour after the accident.

Our special correspondent telegraphs the following from Prescott: John Howarth, the driver, was a steady, conscientious man, who originally came from Toronto. He had been nineteen years in the employ of the Grand Trunk Railway, and leaves a wife and two children. Mrs. Howarth who is a niece of the late Mr Sandfield Macdonald, and is at present visiting some friends in Summertown. She is as yet unconscious of her husband's terrible death. It appears that Howarth stuck to his engine to the last. He must have left the cab and climbed out on the boiler so as to be able to jump, as he was found beneath the engine, which had actually turned a somersault. Both his arms were clasped around the whistle of the locomotive, and he was scalded to death as he lay there helpless. Two hours elapsed from the time of the accident until the working party was able to get at him, and when they did he was quite dead.

Robert Scarlett, the baggage man, is a native of Toronto, and was sent home by the train he had come on. He is seriously injured.

King, of Toronto, express messenger, seriously hurt, was sent on to Toronto.

The fireman is very seriously hurt and it is doubtful if he will recover from his injuries. He has severe wounds on the left arm and leg, and is scalded. It is feared that he has been injured internally by inhaling steam. He belongs to Montreal and was sent through this morning, a bed having been made for him in the Pullman car. His neck and face was swollen and his chest and shoulders badly scalded.

## FATAL RAILWAY ACCIDENT

What proved to be the most serious railway accident which has happened in this part at Canada for a long time, occurred on the Grand Trunk R. R. about 2.30 on Saturday morning last near Prescott. It appears that when about half a mile from the Junction, the engine came in contact with a cow lying on the track, which was shoved upwards of 400 feet by the cowcatcher, and then partially dropped into a culvert, causing the overthrow and complete wreck of the engine. The tender followed, but separated [sic], the baggage van and smoking car next went, but on the opposite side off [sic] the track. Then came, a passenger car which ran past the locomotive, and though off the track, continued on the line. Three more cars left the track, being distributed one on each side of it. The train consisted of fifteen cars, six Pullmans, one Composite Ottawa car, four first class cars, a postal express and baggage car. The Pullmans, Composite and one first class car did not leave the track. Conductor Gee, - who fortunately received no injuries, - with the assistance of others gave such relief as they could to the wounded. The engineer, John Haworth, of Montreal, was found under the engine, with life extinct. One arm was around the whistle and his head resting on the escape valve. It is said his head, neck and shoulders were virtually par-boiled by the escaping steam, which gave the body a horrible appearance. Wm. Taylor, fireman, dropped between the engine and tender, and was bruised and scalded, but not fatally. King and Mackenzie, messengers were in the express car, the former being badly squeezed and internally injured; the latter very slightly hurt. Robert Scarlett, baggage-man, was found with shoulder dislocated and unconscious, but shortly recovered. The excitement among the passengers was intense - those in the second class car being badly shaken up. It is said one French woman put her two children through the car window, cutting herself badly in doing so. A Mr. Harstrom of Holton, Mich., was injured, it is feared internally and in spine as well. Mr. A.B. Atwood, of Connecticut was injured on the arm; Mrs. Porteous of Rochester had her wrist badly cut by the broken window, and Mr. A.C. Nichol of Toronto received several contusions in the body. The wounded were properly attended to by the Prescott physicians.

22/08/1881 *Kingston Daily News*

Kingston (CN)

Kingston

## TRAIN WRECKING

Two attempts in one night - A Pullman Car Damaged, but no Lives Lost

The train-wrecker is again at work. He seems determined to carry out his object, as it is but a few months since an attempt was made to throw a train from the Grand Trunk Railway track a few miles below the depot. This time, however, instead of there being one obstruction laid, there were two, and on the same night - one on the main line and the other on the branch. Between 3 and 4 o'clock on Sunday morning, a train was coming into Kingston, when it struck something on the track which gave the passengers a terrible shock. In getting off the car it was found that

## A RAIL AND STICK OF TIMBER

had been placed on the track, the former crosswise and the latter lengthways. The timber, which was about three feet long, was laid close to the rail, so as to catch the wheel. However, it was split clean in two, which saved the cars from being hurled from the road down into a ditch. The pilot engine also struck the timber, and her front wheel was raised some six inches, but as the wheel broke, she dropped onto the rails again. The obstruction was placed immediately after the bend, a little this side of the depot and almost opposite the residence of Mr. C. Rappe, and seemed to have been laid with due care. The Pullman car was fairly laden with passengers for the steamer Magnet. In fact the vehicle was so crowded that the people had to stand up so it can be seen what terrible calamity would have ensued had the timber and rail done the work which they were intended to do. As it was, the two break beams of the car were broken and the foot board of the pilot was smashed. Footprints were found in the sand of two persons, who from appearances, have small feet.

## ANOTHER OBSTRUCTION

About a quarter of a mile on the other side of the depot another obstruction was laid, and in all probability by the same persons or their companions. No. 22 engine was coming from the East rather quicker than usual, being desirous of crossing No. 3 at Kingston, when she struck two ties that had been lying across the track, and sent them spinning ahead about 100 yards. On making an investigation the conclusion was come to, from marks on the track, that the ties had been laid for the benefit of No. 3 from the west, which accounts for their having been so easily removed. If they had been struck from the west the train would undoubtedly have been thrown from the track and a similar accident to the recent one at Prescott have taken place, but, probably, with more fatal results.

It is gratifying to note that both trains escaped serious injury, notwithstanding that the obstructions had been placed in a manner that could hardly fail to wreck a train. Detective Flynn, of the G.T. R. has arrived in the city. It is to be hoped he will be successful in discovering the miscreants who seem to take a delight in snuffing their fellow beings out of existence.

## THE CONDUCTOR'S STORY

Mr Peter Reed, conductor of the pilot running into the city, was interviewed in regards to the matter. He left the outer station at 3:40 a. m., on Sunday morning, and, about five minutes afterwards, the wheels of the Pullman struck a rail which had been placed on the track pointing towards the coming train, but as the rail was clumsily placed, it was moved forward and fell beside the track without doing any damage. Scarcely had the train got clear of the obstructing rails when a large Oak block was encountered. This block was 3 feet long and eighteen inches square and was so placed that one end rested against the railway ties, while the other was raised so as to strike the approaching car. The train came on with such speed that when the brake beam of the Pullman struck the block, the latter was split in two, the top piece being carried on in front of the car while the other piece passed under the car and struck the engine breaking the footboard.

Fortunately both the Pullman car and the engine remained on the track or the accident would have been much more serious than it was, as on both sides of the track there is an embankment twelve feet high. The object of the dastardly attempt was doubtless plunder, as this train is usually crowded with American tourists about to take the steamer of the Richlieu and Ontario navigation company going to Montreal.

30/08/1881 *Kingston Daily News*

Kingston (CN)

Lancaster

Wm. B. Hislop, a native of Ernesttown, was killed at the recent Railway disaster at Lancaster.

01/09/1881 *Ottawa Citizen*

Kingston (CN)

Lancaster

Despatches received here state that the jury in the Lancaster Railway accident rendered a verdict of manslaughter against Crankshaw, [sic] the conductor of one of the trains, and Defoe, the operator. They also censure the Grand Trunk authorities for carelessness in not requiring all trains to stop at stations..

Terrible Collision.

The most serious collision which has been known on the Grand Trunk Railway for many years occurred early Saturday morning about 50 miles west of Montreal, between Bainesville and Lancaster. A heavy special freight train bound for the west left Bainesville station shortly after four o'clock in the morning, while the regular down freight train which was lying at Lancaster also received orders to proceed. They proceeded until they had reached their ordinary swiftness, when suddenly through the dense fog which was at the time hanging over all the country around completely hiding objects but a few yards distant, the engineer of each train.

COULD INDISTINCTLY DISCERN AN OBJECT ON THE TRACK.

in a moment the fearful situation was apparent. It was too late to stop or even slacken off at all. Some of the men jumped from the trains, and a moment after the engines came together with a fearful crash, the iron framework being crushed into shapeless mass, over which the cars piled in horrible disorder until a mountainous wreck blocked up the track for the space of several rods.

cliff, the driver of the special Freight train, was soon found. He had been seriously injured, but it is believed he will recover. His young fireman named Hyslop was found crushed most horribly in the debris. He was conveyed to Lancaster, where for a few hours he lingered, until his agonies were terminated by death.

Ford, the driver of the down train, also sustained very serious injuries. With Cliff he had remained at his post as long as it was possible to do anything. Both were taken to Lancaster and at once put under medical treatment. A brakeman named Anderson, living at Point St. Charles, was found in the ruins still alive, but

HIS DEATH WOUND HAD BEEN RECEIVED

and about noon he died. A brakeman named Nelson, who was on the train, was killed instantly, but his corpse remained buried probably many feet deep in the wreck. Many of the residents crowded around and did all in their power for the wounded, While others of them lined the fences on either side, and surveyed the scene with palid faces.

The scene was one which the reader could not adequately realize from a description. But a few fragments of iron could be seen protruding from the mass about the place where the engines came together. The front cars had been loaded with compressed hay, which was piled up, carload after car load, mingled with the shattered remains of the cars.

FROM THE SUMMIT OF THE WRECK

a view might be had of the country for some distance, while the Observer looking down on the right hand or the left saw the awful work of the disaster. The heavy wheels of one car might be seen upon the roof of the next, where everywhere splinters from the wrecked cars were strewn in disorder. To count the number of the cars would have been impossible, for some of them were concealed under tons' weight of debris. The side of the track was blocked up, so that to walk around the ruin the passengers had to enter a neighboring field.

09/09/1881 *Ottawa Citizen*

Kingston (CN)

Lancaster

It will be remembered that the conductor of the Grand Trunk train which collided at Lancaster recently with such disastrous effects was committed to jail on a charge of manslaughter. At Osgood Hall this morning, on the return of a habeas corpus, Mr Aylsworth moved for an order for Chrenshaw's [sic] discharge on the ground that the inquest held on the bodies of those killed was irregular, as it was commenced on Sunday, which rendered it void. No one appeared for the crown in opposition to the application, and Mr. Justice Osler gave an order directed to the warden of the Cornwall jail to release Chrenshaw from custody.

11/10/1881 *Globe and Mail*

Kingston (CN)

Kingston

A Brakeman Killed

Late on Saturday 8/11) a brakeman on the Grand Trunk Railway was accidentally killed at Rideau Station, near this city. The train had stuck on a grade and had to be divided. One part had been run to the station and the engine was shunting to the same place when the brakeman, George Amey, was missed. He had fallen between the locomotive and a car, and been run over. When the remains were found they were terribly mangled. Death must have quickly followed the accident.

23/11/1881 *Prescott Telegraph*

Kingston (CN)

Prescott

Sad Accident.

On Tuesday morning the young man named Charles Stitt, in the employ of the G.T.R. here as a switchman met with a terrible accident. Some cars were being shunted from one track to another and Stitt was in the act of uncoupling two cars when he slipped and fell. The train was moving at so slowly that the cars did not to run over him but the engine driver succeeded in bringing them to a stand. Stitt had been pushed along the track a distance of about two car lengths, his arms and legs being terribly lacerated, and his clothes almost completely torn from his body. He was carried into the station where at the time of the writing, he lies in a precarious condition although the doctors are not without hopes of his recovery.

Doctors. Buckley, Jones and Hart were in attendance

02/12/1881 *Almonte Gazette*

Kingston (CN)

Prescott

Another soul ushered into eternity by a railway accident. Charles Stitt, aswitchman on the G.T.R, at Prescott, while in the act of uncoupling moving cars slipped and fell, and upon examinatin it was found that his arms were terribly lacerated. Three doctors were in attendance but without avail. He died the following evening.

14/04/1882 *Almonte Gazette*

Kingston (CN)

On Thursday of last week, a car containing fifteen horses, shipped from Belleville by Mr. Vogel, was thrown off the track near Prescott. Two horses were killed on the spot and two other horses were so badly injured that they had to be shot.

02/06/1882 *Globe and Mail*

Kingston (CN)

Painful Injury

This morning as Luke Graham and John McGrane were engaged in taking out ties at Rideau Station, G.T.R., a tie broke, and the pick used by McGrane caught Graham on the left cheek and ripped it and the nostril of his nose open

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.

25/05/1883 *Almonte Gazette*

Kingston (CN)

Sharbot Lake

Horton, a railroad navvy, took a fit on the track near Sharbot Lake and lay unconscious when the train came thundering along. It could not be stopped, but it was slowed and knocked the man off the track. His head was badly wounded, but the wonder is that he was not fatally crushed.

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).

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).

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).

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).

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. The tender went off and the express car pitched down the embankment on the north side and was smashed. The express messenger, whose name is Edward Allen, had just turned the lock of the safe as the accident happened and fortunately escaped any injury. His cap was taken off and laid on one of the trunks, his head narrowly escaped being crushed, being protected from the roof of the car by a big trunk to the presence of which he undoubtedly owes his life. The second car, containing baggage, had the trucks broken from under it. It struck the express car and knocked the end off from it and dashed into the field nearly at right angles to the first. A baggage man named Baggarette and a brakeman were in the car at the time and both escaped with slight injuries. Bagarette had a number of trunks piled on him, but was only slightly bruised about the chest. The two cars were pitched into the field, the expresse turning end for end, the baggage car over the end of it, and landing at right angles to the track. The post office car went off on the south side and ran into the bank which rises about 4 feet there and turned more than half way over. The mail clerk was not hurt, and to beyond some scratches on the side of the car it escaped pretty well. The next was a first-class carriage, and it was tipped partly over to the south side. The car following it also left the track. The Pullman only left the track but was not injured, and the dining car did not leave the rails. The only passengers who complained of being hurt was an old lady named Jane Friar, who belongs to Delta. Her injuries were chiefly from the shock and consequent fright. Dr. Moore, one of the company's surgeons, hastened to the scene of the accident and did what was required and ascertaining the injuries of those injured. A train was immediately dispatched from Brockville to the scene of the accident, and the passengers were brought to the station. The work of clearing the track then begun and vigorously carried on under the direction of Messrs. Robb, McGovern and Minnish. The almost miraculous escape of the passengers and the train hands was undoubtedly due to the Westinghouse air brake and to the great strength of the cars.

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.

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.

A TERRIBLE ACCIDENT. - as J. Black, Grand Trunk Railway brakeman, running out of Brockville, was in the act of jumping on the van of a freight train which was leaving the station on Thursday evening he missed his footing and fell between the platform and the van, and while endeavoring to extricate himself was struck on the head by the axle box, breaking in his skull and hurling him under the train wheels of the van which cut off both his feet and tore the flesh from his right shoulder, and wound it in a bowl around his hand. The young man was well connected and the sad accident has caused a dark shadow upon his friend's and fellow Workman. At latest accounts the physicians entertained no hopes of his recovery.

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.

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 t=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.

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.

**20/11/1885    *Almonte Gazette***

***Kingston (CN)***

***Cardinal***

Switchman Milne, at Cardinal, near Prescott, was run over and killed by a passing freight train the other morning. Milne was standing at the switch when a new car, not taking the curve properly, jumped the rail and ran over him. He leaves a wife and family

**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

**14/01/1887    *Almonte Gazette***

***Kingston (CN)***

***Kingston***

A railway accident occurred at Kingston last week when a G.T.R. employee named David Danby was crushed to death. He was coupling cars.

**25/02/1887    *Almonte Gazette***

***Kingston (CN)***

***Lansdown***

Nineteen cars were wrecked by an accident on the Grand Trunk at Lansdowne Friday last.

**01/04/1887    *Almonte Gazette***

***Kingston (CN)***

The Grand Trunk Railway company has equipped the train running between Montreal and Ottawa with an electric signal apparatus which affords direct communication with the engine throughout the whole length of the train. It is intended for the greater safety and convenience of the public, as it will enable the engineer to be instantaneously communicated with in order to bring the train to a standstill at any given point desired. It will be thoroughly tested for several weeks before being finally adopted. The previous through train communication has been by the use of the bell cord, which has often proved at fault. The Grand Trunk Railway is the first company in Canada to introduce this superior communication.

**22/04/1887    *Kingston Daily News***

***Kingston (CN)***

***Morrisburg***

Another Bridge Disaster

Morrisburg, April 22 - a terrible railway accident occurred one mile east of here this morning about four o'clock. Nash's creek, now a foaming stream, is here spanned by an iron bridge, resting on two stone piers. A freight train, going west, went through the bridge, carrying the engineer and fireman to instant death. A brakeman was thrown into the creek but was rescued, nearly dead. Thirteen loaded cars were piled into the gorge, smashed to atoms. The driver's name is Stewart. It is said that the bridge was inspected last week and pronounced safe. The supposition is that the stone piers had been undermined by frost. The loss will be very heavy. The express trains had crossed the bridge only an hour before and the morning express from Toronto was to cross the unfortunate train here.

Prof. Forshaw Day passed over the wrecked railway bridge at Morrisburg on an express train just an hour before the accident mentioned in another column, happened.

**25/04/1887    *Kingston Daily British Whi*    *Kingston (CN)***

***Morrisburg***

TRAINS CROSSING AGAIN.

A Brakesman's Startling Adventure - An Inquest on Saturday.

Morrisburg, April 25. The bridge over the Nash Creek was repaired on Saturday, and trains passed during the day as usual. It is the opinion of railway men that the engine was off the track before coming on to the bridge, as the foundations were found to be perfect. The escape of brakesman Shaw would rival some of Jules Verne's heroes. His first recollection is of being suddenly thrown from the engine into the river and being forced downward, his head striking hard against the bottom of the river. He managed to free himself and came to the top, but was at once struck by some other floating debris and forced under a second time. He succeeded again in freeing himself, and was then carried by the strong current free of the wreck. He is only slightly injured, and has no broken limbs. He is about forty years of age.

An inquest was held at Morrisburg on Saturday on the remains of the driver and fireman, and a verdict of accidental death returned. The funeral of driver Stewart took place yesterday at Brockville, and was largely attended by railway men and citizens.

The body of J. Clark, of Gananoque, presented an awful appearance; it was by many thought to be beyond recognition, while that of the unfortunate engineer, Stewart, was in a measure equally as bad. This is accounted for through being scalded by water and steam. The case of Clarke [sic] seems to be a sad one, as he had been injured within a few months, once by being struck with the pipe of the water tank, and on another occasion he was knocked off a car while passing under a bridge. On the latter location he was heard to say; "well that is the second time I have narrowly escaped, and I know I will be killed within a month."

**25/04/1887    *Ottawa Journal***

***Kingston (CN)***

***Morrisburg***

THE MORRISBURG RAILWAY HORROR.

Recovery of the Bodies of Driver Stewart and Fireman Clark.

Brockville. April 25. By persistent and almost superhuman work on the part of the regular road staff assisted by scores of willing volunteers the bodies of the engineer and fireman killed on the Grand Trunk at Morrisburg on Friday morning were recovered late in the afternoon. Stewart's body was in sight of those working for hours before it was possible to get at it without removing a vast pile of wreckage which had tumbled into the gorge. When found he was sitting in an almost natural position in the cab seat. His face had been very little injured, but his body and limbs were considerably crushed and mangled. - Tender hands carried the body to the bank and the search was then continued for Clark the fireman. The latter was also found in the cab but presented a horrible spectacle. The poor fellow had been jammed close on to the boiler head and in addition to being horribly mangled was scalded beyond recognition. Both bodies were at once taken to Morrisburg and during the night brought to their homes here. It is impossible yet to accurately estimate the loss to the railway company, but it will certainly be heavy. The bridge is a wreck as are also the thirteen cars, but it is thought the engine can be made available for service. Transfers are still necessary, though a large force of men are busily engaged in the construction of a temporary wooden bridge,

**06/05/1887    *Almonte Gazette***

***Kingston (CN)***

***Kingston***

Larry Clark was killed at Kingston on Monday. A G.T.R.freight train knocked him under the wheels, crushing him to death.

**14/07/1887    *Rideau Record***

***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.



Walked off the train.

Last Friday Night a woman 73 years of age, en route to Detroit walked off the midnight express between Prescott and Cardinal while it was rushing along at the rate of forty-five miles per hour. An engine was sent back to pick her up. She was found and taken to Prescott, where she lies in a precarious condition. She was in charge of her granddaughter, who was sleeping when the accident occurred.

28/09/1888 *Almonte Gazette**Kingston (CN)**Mallorytown*

An Italian working on the railway near Mallorytown slipped from the front of a ballast truck only to be run over and killed by a freight train.

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.

07/12/1888 *Almonte Gazette**Kingston (CN)**Kingston*

Report says that after the railway by-laws carried at Kingston last Thursday property in the Limestone City advanced 20 per cent. With the government dry dock, costing half-a-million dollars, and the locating here of the G.T.R. workshops and headquarters of the Toronto and Montreal division, the old city (according to the boomers) expects to reach twenty-five thousand of a population inside of 4 years.

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.

14/12/1888 *Almonte Gazette**Kingston (CN)*

The double-track laying on the G.T.R. is now finished from Montreal to Cornwall, and from Brockville to Lyn, and is going on between Cornwall and Brockville. By next fall it is expected the G.T.R. will have a double track from Montreal to Belleville.

10/01/1889 *Almonte Gazette**Kingston (CN)*

The contract for double tracking the G.T.R. from Belleville to Gananoque has been awarded to McArthur Bros., St. Paul, Minn. It is expected that work will be begun at once on the rock cutting at Shannonville, and possibly at the cutting east of Napanee.

03/05/1889 *Almonte Gazette**Kingston (CN)*

A general order has been promulgated by Mr. Joseph Hixson, general manager of the Grand Trunk Railway, to the effect that in future no freight trains are to be run on Sundays as a general rule, the exception being only in the cases of livestock and perishable goods. This has always been the policy of the company, Mr. Hixson being a great supporter of Sunday rest for the employees of the line. This rule is general and most of the lines connecting with the Grand Trunk in Canada, and international traffic will not therefore be affected by it.

26/07/1889 *Cornwall Freeholder**Kingston (CN)*

The Double Track

It was reported Wednesday that the Grand Trunk double track will be completed from Montreal to Cornwall in about three weeks time. It is expected that the track will also be finished from Brockville to Iroquois and from Wales to Cornwall this season. This will leave a small section between Iroquois and Wales to be finished next year.

30/09/1889 *Cornwall Freeholder**Kingston (CN)**Cornwall*

Not having any more use for the tank house since the hydrants have been erected, the G.T.R. Co. have torn down that building.

15/11/1889 *Almonte Gazette**Kingston (CN)**Brockville*

Conductor McAdoo of Belleville, while crossing the track at Brockville was struck by the express and was seriously injured. He was removed to the general hospital where, where his right leg and several toes of his left foot were amputated. He will recover.

22/11/1889 *Almonte Gazette**Kingston (CN)**Iroquois*

Three boys climbed on to a freight train at Prescott. When they reached Iroquois, one of them felloff, and the train cut off one of his legs and one of his hands. He died in a few minutes.

13/12/1889 *Almonte Gazette**Kingston (CN)*

The double track on the G.T.R. between Brockville and Iroquois has been opened for traffic.

28/02/1890 *Almonte Gazette**Kingston (CN)*

The G.T.R. has now in each car a box containing cards with the name of each station to be passed on them. On leaving the station by pulling the string the card containing the next station is exposed to the view of the passengers

21/03/1890 *Almonte Gazette**Kingston (CN)**Brockville*

Wm. Eagleson, fireman on the pilot engine in the G.T.R. yard at Brockville met with a painful accident on Wednesday night of last week. He was looking after what is known as the tail lamp when the driver started the engine, and Eagleson fell under the tender. All the toes of his right foot were severed, three ribs were broken and his head badly cut, besides other minor injuries. He was taken to St. Vincent de Paul Hospital.

11/04/1890 *Almonte Gazette**Kingston (CN)**Lyn*

Last Sunday week William Clow jumped off a G.T.R. train at Lyn and sustained injuries that caused his death in a few hours.

26/09/1890 *Almonte Gazette**Kingston (CN)*

The G.T.R. double track is now open between Gananoque and Montreal, with the exception one short piece at St. Anne's, where bridges have to be constructed.

03/10/1890 *Almonte Gazette**Kingston (CN)**Coteau*

A switchman at Coteau Junction opened a wrong switch on Saturday last as the express on the T.R.R. was arriving. The engine and mail and baggage car were turned completely over. No one was injured.

03/10/1890 *Almonte Gazette**Kingston (CN)**Kingston*

Kingston expects before long to see the Grand Trunk shops removed to that city, which will add materially to her population.

**06/02/1891    *Almonte Gazette*                      *Kingston (CN)*                      *Ballantynes***

Two G.T.R. freight trains collided near Kingston on Sunday morning. Norton Clow, fireman, of Brockville, was killed and three others slightly wounded. Loss about \$75,000. One of the operators is to blame.

**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.

**13/02/1891    *Almonte Gazette*                      *Kingston (CN)*                      *Ballantynes***

At the inquest on the body of Clow, the brakeman killed in the collision near Kingston, the jury returned a verdict holding A.L Laidley, telegraph operator, Kingston, and George Stone, train despatcher, Montreal, responsible for the accident.

**02/10/1891    *Kemptville Advance*                      *Kingston (CN)***

The Grand Trunk railway double track west of Belleville was formally opened Saturday. The double track from Kingston to Montreal will be completed and opened throughout on October 29th.

**15/01/1892    *Almonte Gazette*                      *Kingston (CN)*                      *Cardinal***

Conductor Jefferson fell under a Grand Trunk train at Cardinal and was seriously injured that death resulted in a few hours.

**13/05/1892    *Almonte Gazette*                      *Kingston (CN)***

The Kingston people want the Dominion Government to subsidize the Kingston and Pontiac R.R. which is a continuation of the Kingston and Pembroke R.R.

**27/05/1892    *Almonte Gazette*                      *Kingston (CN)*                      *Lyn***

William Stafford, G.T.R. station agent at Lyn, is very ill, and but little hope of his recovery is entertained. While helping to load some cattle at the yards there some six weeks ago he was tossed by one of the animals and fell, striking the platform. He paid little attention to it at the time, but it turns out there was a concussion of the brain.

**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 device [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.

**29/07/1892    *Almonte Gazette*                      *Kingston (CN)***

A big fight occurred on the G.T.R. train on the 12th of July between Iroquois and Prescott. When the train reached Prescott the obstreperous ones were arrested and placed in the lock up.

**07/10/1892    *Almonte Gazette*                      *Kingston (CN)*                      *Lansdowne***

Woman Instantly Killed

Last week the engine of Sir Henry Tyler's special train on the G.T.R. ran over a woman named Moss DeWolfe near Lansdowne and instantly killed her. She attempted to cross the track in front of the train and was caught and thrown violently so one side against the fence. She was about 80 years old.

**14/10/1892    *Almonte Gazette*                      *Kingston (CN)***

Kingston is offering a bonus of \$300,000 if the G.T.R. will remove their Belleville and Brockville shops to that city.

**25/11/1892    *Almonte Gazette*                      *Kingston (CN)*                      *Sharbot Lake***

Twenty Cars Ditched.

Ottawa Free Press, 23rd November: "Rumor on Saturday was very busy concerning a railway accident which had taken place that morning. Some said the Soo train west was derailed, others that the train east had been the victim, but the authorities with the usual caution denied all knowledge of any accident whatever. It now transpires that early on Saturday morning a heavy freight train on the Kingston & Pembroke section of the C.P.R. ran off the line at Sharbot Lake, when twenty cars were ditched. Although a large wreck gang was at once sent to work, the debris was only finally cleared away yesterday evening. Fortunately no one was injured."

**08/06/1893    *Kemptville Advance*                      *Kingston (CN)*                      *Wales***

Killed at Wales

A shocking accident occurred at Wales on Saturday by which Adam Wert lost his life. Mr. Wert was driving across the railway track when a light engine struck the rig and he was instantly killed. The crossing is a very dangerous one, several houses built close to the track rendering it impossible to see a train until the crossing is reached.

**24/11/1893    *Almonte Gazette*                      *Kingston (CN)*                      *Kingston***

\$400 Worth of Cattle Killed by Train.

T. McConville & Son had eleven head of cattle in the stockyard at the G.T.R. station, Kingston, on Saturday, but in some unaccountable way they got loose and wandered out on the track. Two trains were approaching, one from the east and the other from the west. The cattle were struck, nine of them being instantly killed and two injured so badly that they had to be killed. The engines looked as though they had come through Armour's slaughter house. It is a question who will be liable. The cattle were in charge of the G.T.R., and in all probability the company will have to make good the loss.

**23/11/1894     *Almonte Gazette*                      *Kingston (CN)*                      *Brockville***

Arthur Cousins, a G.T.R. engine driver, running between Brockville and Montreal, was badly injured at Brockville station last week by an iron pulley, weighing 600 pounds, falling on him. He had three ribs broken, several teeth knocked out, and otherwise badly disfigured. Cousins belongs to Montreal, where he has a wife and family.

**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.

**05/06/1896     *Almonte Gazette*                      *Kingston (CN)***

the G.T.R. has declined to move their shops from Belleville and Brockville to Kingston without a substantial bonus.

**17/07/1896     *Almonte Gazette*                      *Kingston (CN)*                      *Kingston***

The iron walls of the Kingston G.T.R. freight sheds are so charged with electricity that Mr. Dunnet, on coming in contact with them the other day received a shock which threw him three feet.

**24/07/1896     *Almonte Gazette*                      *Kingston (CN)*                      *Kingston***

Stuart Babcock, a G.T.R. brakeman was killed by being crushed between cars which he was coupling up at Kingston on Friday.

**09/10/1896     *Canada Lumberman*                      *Kingston (CN)*                      *Cornwall***

The G.T. is building a large tank at the west end of the Cornwall station to enable engines to take on water more rapidly than from the crane. It is 28 ft. in diameter and 18 ft. deep, elevated on a stone foundation 6 ft. high. The tank will hold 50,000 gallons of water, will steady the pressure in the mains and will improve the value of the waterworks for fire protection, having been advised by the Underwriters' Association for some years past. It will enable engines to take water in 2 1/2 minutes instead of 8 (min).

**29/01/1897     *Almonte Gazette*                      *Kingston (CN)*                      *River Baudette***

Henry Shaver, a Brockville G.T.R. brakeman, was killed at River Beaudette by being thrown off while shunting. He was 49 years of age and a member of several benevolent societies. He leaves a wife and seven children.

**26/02/1897     *Almonte Gazette*                      *Kingston (CN)*                      *Kingston***

Kingston's new elevator for which the city gives a bonus of \$25,000 will be 140x72 feet and 60 feet high.

**07/05/1897     *Almonte Gazette*                      *Kingston (CN)*                      *Iroquois***

Last Sunday a resident of iroquois happened to peep into a box car which was standing in the Grand Trunk yard there and was astonished to find that it sheltered no less than twenty-five tramps from the rain.

**27/10/1897     *Kingston Whig Standard*                      *Kingston (CN)*                      *Iroquois***

FREIGHT CARS COLLIDED.

A Broken Half of a Train Smashed Into the Standing Part

Iroquois, Ont., Oct. 27. A big smash-up occurred at this station, which is on the Grand Trunk main line, this morning. A heavy east-bound freight train broke in two a short distance west of here. The engine and part of the train attached sped into the station and began taking on water, intending to run back afterwards and bring in the remainder of the train. To the surprise of all, the rear half suddenly appeared coming towards the station at high speed. Before the forward part could get out of the way it crashed into it. The collision was terrific, and twenty grain-laden cars were badly wrecked. Their contents were scattered in all directions. It seems as if every third car was telescoped into the one in front, but there were few derailed. The rear brakeman says he did not know that the train had broken in two, a thick fog making it impossible to see two car lengths ahead. He had a narrow escape from death. A large wrecking crew have arrived and will have the line clear this afternoon.

**28/10/1897     *Kemptville Advance*                      *Kingston (CN)*                      *Kingston***

Bid for Business

The G.T.R. Company will spend \$25,000 in fitting up wharves, flour sheds and railway switches to secure a share of the trade that now goes through Prescott. Propellers coming from the upper lake ports having grain in their holds and decks loaded with flour, etc., have been accustomed to discharge both grain and merchandise at Prescott. Hereafter they will discharge at Kingston.

## The Train Parted

## Tail End of a Freight Dashed Into the Front Portion

Iroquois Ont. Oct. 27 At seven-thirty this morning, a freight train, composed of about thirty cars, broke in two near the middle, some two miles west of this station. The front part of the train ran into the station and stopped for water. The rear part came more slowly, but there was a considerable downgrade. With a gathering momentum it crashed against the stationary cars, smashing about twenty of them. Most of the cars kept their places on the track, but at two or three points they were telescoped. They were principally loaded with grain, which is scattered along the track for about forty rods to the depth of several inches.

The brakeman on the rear of the train, not knowing the cars had parted, and the fog being very dense at the time, stepped off, falling in front of the train, and had a miraculous escape from being run over. He is severely, but, it is thought, not fatally injured. Assistance was soon procured from Brockville, and a large gang of men with a wrecking train are clearing the debris.

28/10/1897 *Ottawa Journal*

Kingston (CN)

Iroquois

Twenty grain laden cars of a G.T.R freight train were wrecked in an accident at Iroquois, Ont., yesterday

10/01/1898 *Kingston Whig Standard*

Kingston (CN)

Mallorytown

## COLLISION AT MALLORYTOWN.

Two G.T.R. Freight Trains Come Together at That Station.

Between five and six o'clock Sunday morning two freight trains of the G.T.G. system collided at Mallorytown, but with light damage to property. Three freighters, east bound, reached that station within a short time of each other. Engine No. 86, the leader, backed over the cross switch onto the west track to allow No. 88, a hog train, to pass. No. 88 passed on, and No. 86 steamed ahead to cross again to the eastbound track. When the train was partially across a third train drawn by No. 98 came along and ran into the train of No. 86. The blow was not a very heavy and only derailed a couple of cars. A flat car was thrown across the track and traffic for the time being was blocked. An auxiliary train was run out from Brockville and also one from Belleville. The wreckers had the track cleared by noon. The west bound passenger train, due at the Kingston Junction at 1:20 p.m. was fifty minutes late, being detained at Lyn. No persons were injured in the collision.

13/01/1898 *Kemptville Advance*

Kingston (CN)

Mallorytown

By not heeding a semaphore a railway accident occurred between two freight trains at Mallorytown on Sunday. Ten cars were derailed but no one was hurt as the engineer and conductor jumped in time.

05/08/1898 *Almonte Gazette*

Kingston (CN)

Brockville

Louis Simpson, of Bwellweville, was killed by a collision in the G.T.R. yard at Brockville on Tuesday.

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.

29/09/1899 *Almonte Gazette*

Kingston (CN)

William Meade, of Gananoque, was acquitted at the Brockville assizes of the charge of being concerned in the G.T.R. strike riots. This is the man who was arrested at Gananoque and brought to Kingston and afterwards sent down to Brockville to be tried.

05/01/1900 *Almonte Gazette*

Kingston (CN)

Brockville

At the Brockville G.T.R. Station on Friday three lady passengers lost their purses, one of which contained \$500. All were found on the seats of the C.P.R. train where they had left them.

15/02/1900 *Merrickville Star*

Kingston (CN)

Ernestown

## SPLIT HIS HEAD

Jesse Martin, 6. T. R. fireman, had his head split open on Friday until his brains protruded by coming in contact with a post set out from car standing at Ernestown station. Martin was looking out of the engine cab window at the time. He died while being taken to Kingston Hospital. He was 32 years of age and lived at Sunbury.

28/02/1900 *Kingston Daily British Whi*

Kingston (CN)

Gananoque

Purchase of Land at Gananoque

## Montreal Witness.

The Grand Trunk railway system has recently purchased a large section of land about three miles east of Gananoque on their main line, it is said, with the view of removing the Gananoque junction of the Grand Trunk and Thousand Island railways to a point where the present heavy grade will be overcome. A rumor that it was under consideration to transfer the round house and car shops from Belleville, and round house from Brockville to Gananoque, and make it the terminal point of the runs between Toronto and Montreal, is characterized as utterly unfounded.

16/10/1900 *Kingston Daily British Whi*

Kingston (CN)

Gananoque

Gananoque Station

Plans were received last Monday for the new station to be built on the G.T.R. track a mile or so east of the present Gananoque station, and the work is now being proceeded with. It is expected that the new premises will be ready for occupation before winter sets in. The new building will be on the south side of the track, forty-nine feet in length, with a fourteen and a half foot extension at the west end for a baggage room. The T.I.R. train will run down the track from the present station, and stop under cover at a platform near the baggage room.

21/01/1901 *Kingston Daily British Whi*

Kingston (CN)

Gananoque

Gananoque Gleanings

It is expected that the T.I.R. trains will be running from the town to the new G.T.R. station this week

16/08/1901 *Brockville Recorder*

Kingston (CN)

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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#### Trainmen Killed

A Terrible Railway Accident Resulting in the Death of Engineer Meron and Brakeman Stone A Fast Train Signalled Would Not Stop Crashed Into A Train

The Body of Stone Was Found Near the Tender

The Engineer's Body

At One O'Clock the Corpse was Under the Engine - Wrecking Crews at Work - G.T.R. Tracks Were Completely Blocked - Inquest to be Held.

(Special to the News.)

Gananoque, Ont., Aug. 27. - This morning at 2:30 a fatal accident occurred at the Thousand Island junction, when two freight trains collided. A freight train, which was just pulling into the station, on the down track, backed over the cross-over to get clear of No. 8 Eastern flyer, when about half way across, a fast train was seen coming into the station at a great rate of speed. The night operator had signal boards against the incoming train. The brakeman and conductor on down freight, both signalled her, but their signals were apparently unnoticed by her crew. When within 60 feet, the emergency brake was applied, but too late, to check her great speed, and she crashed into the down train. Engineer Meron, and Brakesman Stone, were both killed. The body of the latter was found near the tender of the engine, while that of the former was found just where he sat on engine, which was lying on its side. He was apparently killed instantaneously, and at 1:15 his body was still under the engine. As the wrecking crews (three in number) had been unable to reach it owing to the debris, which blocked the way. The up and down breaks [sic] were completely blocked, as was the line of the T.I. Railway, which was first cleared, and the G.T. Railway joined rails with the west and east of the station to enable passenger trains to get through.

Coroner Shaw, Lansdowne, empanelled a jury at 11, which was adjourned until this evening.

The fireman saved himself by jumping.

Ten cars of merchandise and flour were scattered. The flour was a complete loss, but the merchandise was slightly damaged.

No blame is attached to the G.T.R. or any of its employees.

Trains were running again at 7:30.

The engineer was married about three years ago to Miss Mary Smiley, daughter of Mr. Samuel Smiley, 56 Rideau street, this city. Three short weeks ago Engineer Meron sent his wife to Kingston to visit her parents. To-day was the time that he was to return to Kingston to spend a couple of days with his wife and two small children, but, alas, instead of the joy of husband and family meeting, comes the cruel message to a loving wife that she is a widow. Mr. Meron was brought up at Trenton, being born about 28 years ago. He has been nine years in the service of the Grand Trunk Railway. Last October he was promoted to the position of driver. He leaves a young wife and two small children to mourn his loss. Mr. Samuel Smiley and a number of other railway men left for Gananoque Junction this afternoon to look after the remains of the unfortunate man.

#### Two Men Were Killed

The Orders Were Against What Was Done

A despatch from Montreal says: A fatal collision took place on the Grand Trunk railway at Thousand Island station, early this morning, between two freight trains. Charles Merron, an engineer, and E. Stone, a brakeman, were killed. The accident occurred at 2:45 o'clock this morning. An east-bound freight was backing over on the west-bound track, the semaphore and train order being both at danger, when a west-bound freight ran into the east-bound train, four cars from the engine, derailing the engine and seven loaded and three unloaded cars, killing the engineer and brakeman. The fireman escaped.

#### Additional Particulars.

Gananoque, Aug. 27.- At 2:50 o'clock this morning at the Thousand Island junction, on the G.T.R., a collision occurred between two freight trains. An east-bound freight on the down track was crossing to the up track to give a clear track to No. 8 train, the eastern flyer. When about half way on the crossover a freight was seen coming on the west-bound track, or up track. The night agent had the signal board against her, but this apparently was noticed by the engineer or crew on the west-bound freight train, as the morning was very foggy. The conductor of the east-bound freight signalled the approaching train, which was coming at a great rate of speed. The brakeman was also signalling the west-bound train. Neither of these signals were answered until the west-bound was about 100 feet away when engineer Merron applied the emergency brakes but it was too late. He crashed into the east-bound train, demolishing ten cars containing flour and merchandise. The merchandise was not very badly damaged. The flour was strewn all over the ground. It blocked the up and down tracks, also the Thousand Island railway track, which was quite close to the G.T.R. at this point.

The Thousand Island railway track was cleared at 7:30 o'clock. The rails were joined to the G.T.R. at each end of the wreck, to enable the trains to pass. Dr. Shaw, coroner, Lansdowne, held a postmortem examination at 11 a.m., when an adjournment was made until this evening.

Recently the G.T.R. sent a train from Brockville to Montreal composed of 61 loaded cars.

Exerpts

## INVADE THE CITY IN REGAL STYLE

Delegates to the A.A. G.P. T.A. Receive Glad Welcome on Arrival.

## TRIP FULL OF INCIDENTS

Scientists of McGill University Make Demonstration With Wireless Telegraphy From Swift Running Train.

Travelling in regal style as guests of the Grand Trunk Railway, the American Association of General Passenger and Ticket Agents, arrived in Montreal 4.30 o'clock yesterday afternoon, for a stay of a few hours before proceeding to Portland, Me., to hold their forty-seventh annual convention. The party, including the wives of a number of the members, numbered more than 200, and nearly every prominent railroad in the United States was represented by its general passenger agent. On arrival in Montreal, the agents and their wives were taken for a drive to Mount Royal and other principal points, which included a visit to the general offices of the Grand Trunk in McGill street, which bore an illuminated welcome to the visitors.

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From Chicago to the place of meeting, the general passenger agents are guests of the Grand Trunk, which furnished a special train de luxe for the occasion. The train, which is declared to be one of the finest ever made up on any railway system, is composed of new Pullmans, cafe-parlor, club and dining cars.

## EXPERIMENT A SUCCESS.

To add interest to the trip, a number of novel exhibitions and experiments were carried out on the train. There was a display of electrical novelties, simply for the purpose of entertainment, an exhibition of views by a multi-lens bioscope and an interesting experiment in wireless telegraphy by Dr. E. Rutherford, F.R.S.C., and Dr. Howard T. Barnes, F.R.S.C., of the Macdonald physical laboratory of McGill University, assisted by Prof. C. H. McLeod and Dr. Henry T. Bovey, also of the university.

The demonstration was made yesterday afternoon, when communication was established between the train, running at sixty miles an hour, and St. Dominique Station. It was the first time that wireless telegraphy had been attempted from a fast moving train and the experiment proved to be the interesting feature of the trip.

Communication was received eight miles before reaching St. Dominique Station and was continued for the same distance beyond.

Dr. Rutherford, who had charge of the experiment, has been devoting study to wireless telegraphy for years. In 1897 he wrote a treatise on the theory which was accepted by the Royal Society of Great Britain and the American Association for the Advancement of Science.

To make the trip a memorable one for the railway officials pains and expense were not spared by the Grand Trunk passenger department, which managed and guided the tour.

The special train, consisting of seven cars, left Chicago at 8 o'clock Sunday afternoon and made a fast run to Port Huron, where two Pullmans with the Detroit delegation were taken on.

## SHORT STAY AT TORONTO.

Toronto was reached at 6.20 Monday morning, and here a party, including railway men and honorary guests from Montreal, and a number of members from Eastern States, boarded the special and came to Montreal. The train remained an hour and a half in Toronto. At breakfast, which was served on the train, a novel menu card of wood, neatly printed and framed, was provided. One side showed Canada's relative standing in the world as a producer of wood. This was but one of twenty varieties of elaborate and unique souvenirs presented to each guest on the train. After breakfast, in addition to the moving picture exhibition by the bioscope, there was a display of electrical novelties, numbering over one hundred ingenious devices for practical as well as amusement purposes. For luncheon the menu was printed on birch bark. After the wireless telegraph demonstration a stop was made at Victoria bridge, where the party took opportunity to inspect the nine million dollar structure of the Grand Trunk. Here Manager McGuigan of the Grand Trunk system met the guests and accompanied them to Montreal.

Some fine runs were made by the special between Chicago and Montreal. Brockville to St. Henri, a distance of 125 miles, was covered in 3 hours and 20 minutes. A stop of four minutes was made at Coteau Junction for water, and two minutes were lost slowing down to allow a Canada Atlantic train to pass, so for actual running 125 miles were covered in 134 minutes.

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03/12/1902 Ottawa Journal

Kingston (CN)

Morrisburg

## ENGINEER KILLED IN A COLLISION

G. T. R. freights. Came Together.

Man Decapitated at Montreal.

(Special to The Journal, Montreal, Dec. 3 - A collision took place at Morrisburg yesterday between two freight trains which resulted in the death of Engineer James Murphy. An east-bound freight train was on the siding there with the signata set, when a set-on eastbound freight came along and crashed into it. The engineer of the second train, James Murphy, 12 Richmond street, Montreal, was killed and his fireman, named Devenay, also of this city, was badly hurt. Murphy leaves a wife and five children.

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03/12/1902 Montreal Gazette

Kingston (CN)

Morrisburg

## ENGINEER KILLED

A Montreal Man Lost His Life at Morrisburg.

Morrisburg, Ont., December 22. (note wrong dateline) In a rear end collision of Grand Trunk train at Morrisburg this morning Engineer James Murphy was killed, Fireman Michael Devenay was fatally injured, and Arthur Harris, a brakeman, was seriously hurt. The three men belong to Montreal.

The accident occurred at 6 o'clock, when a train, detained here, was crashed into by a heavy freight, which telescoped its way through the van of the leading train and several other cars. Debris was piled up high on the tracks and a portion of the wreckage caught fire.

Engineer Murphy, of the engine which struck the standing train, was caught in the wreck and his remains were found under the tender, which jammed into his caboose.

His fireman, Michael Devenay, was hurled several feet away, but he was terribly scalded. He was brought to Montreal and sent to the General Hospital where the physicians have slight hope of his recovery.

Harris, the brakeman, was picked up badly bruised and perhaps internally injured, but his recovery is expected.

Fog is ascribed as the cause of the accident.

The dead engineer lived at 14 Richmond street, Point St. Charles, Montreal, where he leaves a wife and four children. Devenay and Harris are also residents of Point St. Charles. Devenay's home is at 12 Grand Trunk street, Montreal.

This article has an error, referring to Murphy being trapped under "his caboose."

#### BURNT TO DEATH. G.T.R.

Engineer Murphy Killed Collision at Morrisburg.

Morrisburg, Dec. 3. A serious rear-end collision occurred at the Grand Trunk station here yesterday morning, by which J. Murphy, engine driver, was killed, and three other train hands were seriously bruised and scalded. At 6 o'clock a freight train was detained here by a hot box, and while it was being attended to another freight with two engines crashed into the van, telescoping a number of cars. The debris was piled up on both tracks, completely stopping traffic.

The wreck immediately took fire from an oil car. One of the men was thrown clear of the right of way, and was found painfully bruised in a field across the tracks. Murphy was caught in the wreck, and his charred remains were found under the tender of the engine that crashed into his caboose. The three injured men received prompt medical attendance, and will likely recover. Traffic was delayed about half a day.

13/12/1902 Montreal Gazette

Kingston (CN)

Montebello

#### SUCCUMBS TO INJURIES

Michael Devaney, the Grand Trunk Railroad fireman who was injured in the wreck at Morrisburg, Ont ten days ago, when Engineer James Murphy was killed, succumbed to his injuries yesterday afternoon at the General Hospital. Devaney was scalded all over the body and from the first the physicians entertained little hope for his recovery. Coroner McMahon will hold an inquest this afternoon at 2 o'clock.

22/12/1902 Montreal Gazette

Kingston (CN)

Morrisburg

#### CORONER'S JURY HOLDS ROBINSON AND WELSH

Death of Devaney Alleged to Have Been Due to Their Negligence.

The inquest into the death of Michael Devaney, the Grand Trunk Railway fireman, who died in the General Hospital last week from injuries sustained in the railway wreck near Morrisburg, Ont., was concluded at the Morgue Saturday before Coroner McMahon. The jury returned a verdict charging William Robinson and Daniel Welsh with manslaughter.

Robinson was conductor, and Welsh a brakeman, of the train that owing to an accident was brought to a stop near the station at Morrisburg. The train of which James Murphy, was engineer, and Michael Devaney, fireman, ran into the rear end of Robinson's train, and as a result of the collision Murphy was killed and Devaney fatally injured.

The evidence showed that until twelve minutes after the train of which Robinson was in charge had stopped on the main line, was any one sent back to flag the train that was coming behind, and then it was too late to prevent the collision.

The trainmen claimed that the semaphore was there to protect any train that was coming behind them, but according to the testimony submitted, the rules of the road state clearly that they should have flagged the train, and had this been done it is alleged the accident would no doubt have been avoided.

Robinson and Welsh were held in personal securities of \$400 each and four securities of \$200 to appear before Judge Lafontaine this morning.

25/12/1902 Montreal Gazette

Kingston (CN)

Morrisburg

#### BOTH MEN SET FREE

Court Has No Jurisdiction in the Devaney Case.

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William Robinson and Daniel Walsh, the railway conductor and brakeman who were held last Saturday by the Coroner's jury on a charge of manslaughter in connection with the death of Michael Devaney, who died in the General Hospital as the result of injuries sustained in the wreck on the Grand Trunk Railway near Morrisburg, Ont., three weeks ago, were arraigned before Judge Choquet yesterday morning to answer to the charge. Judge Choquet decided that he had no jurisdiction in the case, as the crime, if any had been committed, was outside of the province of Quebec. The accused could not be arraigned in this province for a crime that had been committed in Ontario. If Robinson and Welsh were to be held on a charge of manslaughter in connection with the death of Devaney they would have to be arraigned before a magistrate at Morrisburg. Robinson and Welsh were allowed to go. It is not known as yet what action will now be taken in the matter.

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]

15/11/1906 Merrickville Star

Kingston (CN)

Brockville

#### Ran Over by Freight Train

Brockville, Nov., 13 - While proceeding to his home nine miles from here, John S. Griffin, a resident of Whitehurst, was struck by a G.T.R. freight train en route east, at Bartholomew street crossing, last evening. He is still alive, but when picked up his left arm was completely severed from his body. The horse escaped injury.

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.

14/11/1907 Kemptville Weekly Advance

Kingston (CN)

Iroquois

#### WENT TOO FAR

Hallowe'en Trick Endangered Human Life

On Hallowe'en night at Iroquois a criminally reckless act was indulged in by some party who placed a large gate on the G.T.R. track. An express train passed over it smashing it to pieces, fortunately without wrecking the train. A big reward has been offered for the conviction of the guilty party.

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.

**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 from 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.

20/05/1909    *Kemptville Weekly Advance*    *Kingston (CN)*

**Suing the Grand Trunk**

Through hs solicitor, J. Arthur Jackson. John Seal, Leeds, has issued a writ against the Grand Trunk Railway Co., claiming damages to the extent of \$7000 for ten cows killed on the track and two others injured. The accident happened about a month ago near South Lake bridge.

12/07/1909    *Ottawa Citizen*    *Kingston (CN)*    *Brockville*

**Fire at Brockville.**

Brockville, Ont., July 11. At five o'clock this morning fire broke out in the G. T. R. freight shed and before it was extinguished the western end of the building in which are situated the offices was gutted consuming a number of papers and requisites, fortunately the building contained little freight and apart from a quantity of freight nothing more was damaged. The loss will be about \$1,000..

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

**WANT NEW DEPOT**

Special to The Journal. Brockville. Ont.. July 13.- The partial destruction of the Orand Trunk Rail freight sheds on Sunday morning has led the large shippers of Brockville to move in the direction of impressing upon ths company the desirability of the erection of a new depot and freight shed. The board of trade has taken the matter up and yesterday a deputation headed by Mayor Kyle waited on Assistant Superintendent Coleman who was here investigating the extent of the blaze. The claims of the town were pressed horne.

Mr. Coleman said the burned buildings would be repaired as inexpensively as possible to make them weather proof and promised to report favorably to the Montreal office the request made by the deputation. Such an important matter would have to be reported to Genera! Manager Hays who is at present in England.

It is the purpose of the Board of Trade to wait personally upon Mr. Hays on his return. The deputation will consist of mayor Kyle, Ex-Mayor H. A. Stewart, K.C and W. C. McLaren. president of the Board.



Girl Cashier Must Face Trial Committed on Charge of Theft from Railway Company Indicted on Three Charges Brockville, Ont., Aug. 9 Miss Grace Henderson, the young ex-cashier of the Thousand Island Railway Company at Gananoque, faced Magistrate Murphy today in the Brockville Police Court for a preliminary hearing on charges of stealing cheques and cash from the company aggregating \$3,216. There were three separate indictments, one charging the converting to her own use of a cheque for \$500, given on Jan. 19, 1909, by the Gananoque Spring and Axle Company for freight charges; another for \$96, given on the fifth of the same month by McLennan and Shanneman, and third, an accusation of stealing during a period of months in 1908 the sum of 92,620. Only the evidence on the first and second charge was heard to-day. It was shown that the cheque for \$500 was endorsed by Agent Chapman and handed over to Miss Henderson to be credited by her. Sidney Abrams, now a junior in the Bank of Toronto, and a messenger for the railway company last January, testified to receiving the cheque from the defendant, with instructions to get it cashed at the Merchants Bank, which he did and handed the proceeds over to Miss Henderson. Capt. Robertaille, the company's auditor, said there was no record of the cash entry in the books. The evidence on the second charge was not so conclusive, and while committing [sic] the girl for trial on the first, the magistrate reserved his decision. The third charge, that of taking \$2,620 at intervals, will be proceeded with when the court sits again. In the meantime Miss Henderson is out on \$6,000 bail.

11/11/1909 *Merrickville Star-Chronicle* Kingston (CN)

Iroquois

## CHILD KILLED BY TRAIN.

Boy Hurlled to Death by the International Limited.

An Iroquois dispatch says: A distressing accident happened here on Saturday afternoon west of the Grand Trunk Railway station, when the 10-year-old son of Mr. William Steacy, of the village, lost his life by being killed by the International Limited, the fastest passenger train on the system.

From what can be gathered from those who witnessed the fatality, it appears that young Steacy and his sister were watching a westbound freight ascending the steep grade just west of here, when the eastbound limited hove in sight on the same track as the children were standing.

The little boy evidently did not see the express, which was running fully 70 miles an hour on the down grade, and he was hurled to death in a few seconds. The other child managed to get clear of the rails by stepping on the devil-strip. No blame for the unfortunate affair can be attached to the railway men, as the children had no business [sic] on the company's premises. An inquest will be held.

18/11/1909 *Kemptville Weekly Advance* Kingston (CN)

Morrisburg

## Freight Trains Collided

First One Broke Down and Other Crashed Into It in Fog

A collision between two Grand Trunk freight trains four and one half miles east of Morrisburg Sunday morning at 6.10, caused a bad smash up, and was nearly attended by fatal results. Two freight trains were going west in charge of Conductors Casselmen and Grierson, of Montreal. The first one broke down and the rear brakeman was sent back to flag the one approaching from the rear, which was running twenty miles an hour at the time.

Owing, however, to the dense fog, the signals could not be noticed and a rear-end collision resulted. The conductor and brakeman, who were in the van narrowly escaped, while Engineer Green of Brockville and the fireman, jumped and escaped with light injuries.

In all fifteen cars are said to have been derailed. Four cars, including two flats, all empties, and the caboose were piled as high as the telegraph poles and so completely wrecked that it was found necessary to burn them. The colliding engine, No. 875, was also badly damaged.

19/05/1910 *Kemptville Weekly Advance* Kingston (CN)

Gananoque

## Killed at Gananoque

A fatal accident occurred in Gananoque Monday morning 16th inst, the victim being Mrs. Robert Johnston, wife of a blacksmith, residing at Atkinson, a small place a few miles distant from the Factory Town.

Mrs. Johnston had driven her daughter to the high school, where she is a pupil, then proceeded over the bridge [sic] to the girl's boarding house to leave a bundle of clothing. Upon returning she attempted to drive over a crossing near the Umbrella station, in front of a train of the Thousand Island Railway, backing into the yards of the Spring & Axle Works. The horse passed over safely but the first car struck the boggy and hurled it against a telegraph pole. Mrs. Johnston was thrown under the train and before it could be stopped she was terribly mutilated, death being almost instantaneous. The horse escaped without a scratch.

Mrs. Johnston was about 35 years of age and very highly esteemed. An Inquest will be held.

16/06/1910 *Kemptville Weekly Advance* Kingston (CN)

Mallorytown

A man named Shipman, of Mallorytown, fell from a G.T.R. train about a mile and a half from Brockville. He walked back to Brockville station with his face badly cut, but otherwise apparently uninjured.

16/06/1910 *Kemptville Advance* Kingston (CN)

Kingston

A G.T.R. express pulling onto Kingston was almost thrown from the rails by a heavy plank, which had been left lying on the track and became entangled in the wheels.

16/06/1910 *Kemptville Weekly Advance* Kingston (CN)

Kingston

A G.T.R. express pulling into Kingston was almost thrown off the rails by a heavy plank, which had been left lying on the track and became entangled in the wheels.

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.

G. T. R. Dissatisfied

Inadequate Military Protection, They Claim.

Want Men From Permanent Force.

Mocassin From Montreal Derailed.

Special to The Journal.

Brockville July 25 - the soldiers of the 41st regiment who were called out after Friday night's strike riot at the Grand Trunk depot, are still on duty there night and day, patrolling the platform with relays of twenty-five taking the hours allotted to them. Despite the vigilance of the soldiers a dastardly train wrecking feat was accomplished Saturday night shortly before nine o'clock a couple of hundred yards east of the platform upon the arrival of the Mocassin from Montreal. The train was slowly pulling into the depot, and after the engine and first trucks of the baggage coach passed over the William street crossing switch it was tampered with in such a way as to cause a derailment of the rear trucks of the baggage car and the three coaches following, containing forty passengers.

The cars were not overturned, but simply skidded along the ties until the engineer applied the air brakes. The damage was slight, and neither the passengers nor crew sustained the slightest injury, although all were more or less badly scared.

A Detachment of the soldiers was at once placed on guard of the train until workman succeeded in righting matters, the the job occupying several hours.

Yesterday afternoon a freight train was tampered with on leaving the yards for Montreal, an angle cock being closed which automatically applied the brakes, and the train was stalled on a steep grade just outside the town limits. The displacement of the apparatus was righted and the freight proceeded without further incident. Another freight was also moved west during the afternoon, and shortly before six o'clock a train pulled in from Montreal. All these trains contained manifest goods.

The remains of a plow point with found on the main line two miles east of Brockville this morning. During the night, it is thought, it was placed on the rails with a view to train wrecking.

It was reported tonight that the Grand Trunk authorities are dissatisfied with the services of the local militia. In the ranks of those on duty are numerous strikers, who it is feared will not do their full duty should occasion demand. The railway is pressing for a detachment of the permanent force. Making the change rests with the mayor, who will call a special meeting of the town council today to advise him as to what further action should be taken.

**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.

**12/01/1911** *Morrisburg Leader*

*Kingston (CN)*

*River Beaudette*

On Monday night traffic on the main line of the G.T.R. at River beaudette was tied up for twelve hours by a pitch-in. An eastbound freight train in charge of a Brockville crew pitched into a freight on the cross-over switch, completely demolishing the engine and wrecking several cars. The occupants of the engine escaped by jumping. The train on the cross-over is said to have been protected by the semaphore which cannot be determined until n investigation is held

**16/03/1911** *Morrisburg Leader*

*Kingston (CN)*

*Brockville*

A defective box car on a freight train about to pull out of the Brockville yards for Montreal Sunday night, was the cause of a wreck entailing several thousand dollars of damages and complete destruction of eight cars and their contents. The defective car had been uncoupled and was being removed from the train, when the engine at the rear started to push the balance of the train containing thirty cars, the engineer not being aware that an uncoupling had been made. The result was that the two portions of the train came together in a terrific crash.

**07/06/1911** *Morrisburg Leader*

*Kingston (CN)*

*Morrisburg*

A fireman named Everett, from Montreal while at his post on a freight train going east, Monday, succumbed to the heat here. The train was held for about five hours while doctors worked over him. He was finally sent to his home and is now reported all right

**11/01/1912** *Morrisburg Leader*

*Kingston (CN)*

*Cardinal*

Killed at Cardinal

Brakeman Bradley, of Montreal, loses his life - struck by a flat car which was derailed at a cross-over switch in peculiar manner - death was instantaneous

(Monday's Brockville Times)

A fatal accident occurred about 9.40 o'clock last evening on the G.T.R. at Cardinal, when Brakeman Munro Bradley, of Montreal, lost his life. It appears a westbound freight train had stopped there to drop a certain number of cars on the siding. The conductor, who was operating the switch threw it over when two cars had passed him. In the darkness he did not observe that a flat car, containing an oil tank followed closely. Of course it was derailed, as were also three others behind it. Bradley, it appears, was standing to one side of the switch when the accident occurred and unfortunately was caught in the wreckage sustaining injuries about the head which caused instant death.

The Brockville auxilliary was called to the scene of the disaster and in a short time had righted matters.

The train was in charge of Conductor Haggerty, of Montreal, and Engineer Berard, also of that city.

Brakeman Bradley had figured in several other accidents while being employed in that capacity. On October 29, 1909, he was severely scalded at River Beaudette when, it will be remembered, Engineer Arthur Bramley was so severely injured. It was feared then that Bradley would lose his life, as his face, arms and chest were so badly scalded by the boiler explosion. He recovered but was unable to work during the winter of 1909. Bradley had no regular run, being on the spare list. He was well liked by the men generally and they, with his widow and two children residing in Montreal mourn his untimely end.

Brakeman Bradley Killed at Cardinal

Struck by Flat Car Sunday Evening, and Died; Instantly .

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15/02/1912 *Merrickville Star-Chronicle* Kingston (CN)

Cornwall

The International Limited, the G.T.R.'s crack train, was derailed near Cornwall last Saturday while running at a speed of sixty miles an hour. No one was injured.

28/03/1912 *Merrickville Star-Chronicle* Kingston (CN)

Mallorytown

A G.T.R. train ran off the track below Mallorytown on Thursday night and nineteen cars were ditched. The accident was caused by a broken tender wheel. No one was hurt.

04/04/1912 *Merrickville Star-Chronicle* Kingston (CN)

Iroquois

Wreck at Iroquois. [sic]

Monday night at nine o'clock a wreck occurred on the Grand Trunk Railway at a point a mile west of Iroquois station. Happily no lives were lost. A freight train going east stopped at that point for the purpose of picking up a car of stock. The engine was released and proceeded east to the siding to procure the stock car when a freight train following hove in sight, and before it could be stopped pitched into the rear of the train. The second train happily was a light one or the damage to rolling stock would have been greater. The caboose was demolished and the colliding engine badly damaged. The crew of the locomotive jumped thus saving their lives.

04/04/1912 *Morrisburg Leader* Kingston (CN)

Iroquois

Monday night at nine o'clock a wreck occurred on the Grand Trunk Railway at a point a mile west of Iroquois station. Happily no lives were lost. A freight train going east stopped at that point for the purpose of picking up a car of stock. The engine was released and proceeded east to the siding to procure the stock car when a freight train following hove in sight, and before it could be stopped pitched into the rear of the train. The second train happily was a light one or the damage to rolling stock would have been greater. The caboose was demolished and the colliding engine badly damaged. The crew of the locomotive jumped thus saving their lives, The Brockville auxilliary was called and soon had the track cleared.

23/05/1912 *Morrisburg Leader* Kingston (CN)

Mallorytown

Tuesday morning George Brown, a G.T.R. fireman, was killed at Mallorytown. The deceased left Belleville at 9 p.m. Monday in charge of two "dead" engines which were being shipped to Montreal for repairs. He left his engine at Ganouque Junction, and before he reached his post the train pulled out. He got aboard another freight which slowed up to let him off at Mallorytown, where his engines were side tracked, and in jumping off he fell upon a "frog" at a switch, a portion of the end of the frog entering his abdomen. An inquest was held and adjourned until Monday next. He was 50 years of age.

23/05/1912 *Morrisburg Leader* Kingston (CN)

Wales

Two light engines numbered 316 and 210 running as a double header from Brockville to Montreal Monday night overtook and pitched into the east bound way freight opposite Wales station between 6 and 7 o'clock. The caboose and three cars were demolished by the impact. The crews of the engines and freight escaped injury. The Montreal auxilliary, which had just finished clearing a wreck at Coteau proceeded to Wales and in five hours had the line cleared. The Brockville auxilliary was also called into action. The Moccasin was delayed three hours.

06/06/1912 *Morrisburg Leader* Kingston (CN)

Lancaster

While assisting in shunting a freight train at Lancaster station, Ernest Dorion, of Montreal, met with an accident which resulted in his death in Hotel Dieu Cornwall, Sunday. One of Dorion's feet became fastened in the switch and before he could extricate it the train backed almost completely severing both limbs clean to the trunk. He was brought to Cornwall on the first west bound train and rushed to the hospital where Dr. Hamilton amputated both legs. He displayed remarkable nerve and was perfectly conscious while being carried to the ambulance. Dorion was 26 years old. A wife and three children survive in Montreal.

06/06/1912 *Morrisburg Leader* Kingston (CN)

Aultsville

Wreck on the Grand Trunk Between Aultsville and Farran's Point Delays Traffic

An eastbound freight train came to grief Tuesday night on the Grand Trunk between Farran's Point and Aultsville by the breaking of a journal.

Three cars containing grain for export left the rails and completely blocked both main lines. No. 5 express had just passed the scene of the accident but No. 3, following together with two immigrant specials and several freights, were blocked on the east side of the disabled train.

The Montreal and Brockville Auxiliaries worked all night clearing the wreckage and it was not until in the morning that the express trains were able to move.

15/06/1912 *Ogdensburg Journal* Kingston (CN)

Lansdown

June 15, 1912 page 6

When Engineer Thomas Collins of Belleville was steaming along at a lively clip in charge of the International Limited one mile west of Lansdowne Thursday afternoon he noticed a body on the track in time to stop the train before it reached it. The lifeless form was that of a man mangled almost beyond recognition. Some of the passengers, however, identified the body as that of John Kelsey, a well-known oarsman, who resided on Charleston Lake. It was taken on to Lansdowne station where Dr. Shaw, the coroner, opened an inquest. Kelsey went to Brockville Thursday morning, bound for Lansdowne to visit relatives. He boarded No. 7 express, leaving there at 1:50 in an intoxicated condition. The supposition is that the man went to sleep, and awakening after the train had passed Lansdowne attempted to jump off. In doing so it is thought he fell between the cars.

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.

Rideau station fire

Two buildings destroyed by spark from locomotive

Rideau station, near Kingston Mills, was on Saturday evening (13/07) completely wiped out by fire, which started about nine o'clock. The blaze started from a spark from a locomotive but was not noticed until about ten o'clock, and then it was too late to do anything towards putting it out. As the locomotive was passing a spark flew out, and as the roof had just been lately shingled and was very dry, it did not take long to put an end to the building. At the place where the fire occurred there are only two buildings, on the blaze spread until both buildings were in flames.

As soon as the fire was noticed, the people living in the vicinity set in to fight it, but as they were handicapped by the lack of water, it did not take long to get beyond control.

The reflection could be plainly seen in the city and some people thought that someplace had been struck by lightning.

The people who had been living at the station moved to the city last week, and so there was no person in the house at the time of the fire.

**08/08/1912 *Chesterville Record* *Kingston (CN)***

Victim Returned to Spot the Search Search for His Remains.

When two of the crew on a light Grand Trunk freight train saw a man, apparently a tramp, try to board the train and fall backward off the fender, they believed that he must surely have been instantly killed. The train was running at a high rate of speed and directly the next station was reached the engineer reported the accident to Prescott, where orders were given to have the track searched for the body.

A group of sectionmen were in the act of getting a hand car on the rails, preparatory to rushing away, when a delapidated stranger strolled into the station, and seeing the men struggling with the car and hearing a chance remark about an accident, calmly volunteered the information that he was the victim adding nonchalantly, "You can't kill a Shamrock."

**08/08/1912 *Chesterville Record* *Kingston (CN)* *Prescott***

According to an agreement entered into between the Grand Trunk Railway and the town of Prescott the company will remove its terminals from Brockville to Prescott within the next two years in consideration of a fixed assessment, cheap water and light, and the building by the corporation of a subway at a dangerous crossing at estimated cost of \$25,000. The Grand Trunk binds itself to expend \$150,000 in terminal facilities and has already 845 acres of land purchased or under option to meet the requirements of the new engine shops and yards.

The change will mean the removal from Brockville of at least 500 men who represent a payroll of about \$350,000 annually. All that now remains to give Prescott the boom is the ratification by the ratepayers of a bylaw authorizing the subway expenditure and necessary land purchases, which it is said, will carry by a sweeping majority. Brockville has been a terminal of the Grand Trunk since its construction 57 years ago.

**24/10/1912 *Morrisburg Leader* *Kingston (CN)* *Lancaster***

Killed Near Lancaster

John Clark, a G.T.R. Brakeman Had Head Crushed by a Bridge

Returning from a trip to St. Albans, Vt, early Sunday morning, John Clark aged 36, a resident of Belleville, met an instant death aboard an engine hauling a freight train to Brockville, on a bridge near Lancaster station.

Clark was sent out from Brockville to Sr. Alban's Friday, a member of the crew of a train of which Stuart Thompson was conductor. Clark was of the opinion a journal on a car near the engine was running hot, and in looking out from the engine his head came into contact with a beam of the bridge, terribly crushing it and removing a portion of the scalp.

The remains were left at Lancaster and last night passed through here en route to his old home in Belleville for interment. Clark is survived by his wife, who is a patient in a hospital in that city.

**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.

**14/11/1912 *Morrisburg Leader* *Kingston (CN)* *Brockville***

While riding through Manitoba yards at Brockville on Tuesday, on the side of an engine, conductor Holton P. Washburn, formerly of Montreal, was knocked from his position by a passing train and narrowly escaed being killed. He fell between the tracks with his right hand across one rail. The wheels of a car passed over the first two fingers, crushing them badly

**05/12/1912 *Morrisburg Leader* *Kingston (CN)* *Brockville***

A fatal pitch in

Wilson W. Bromley, of Brookville, a Popular and Trusted Engineer, Killed in the Yard Here Early Friday Morning.

At 12. 15 on Friday morning last during an immense fog, a fatal accident occurred at the depot here. Wilson W. Bramley, a most popular engineer of the Grand Trunk Railway and a life-long resident of Brockville, was the victim. He was in charge of engine No. 12741 attached to a freight train, and was on his way west. When taking the sidling here to permit another train to pass, the air brake went into emergency and the train was stopped with a portion of it extending on the main line. So soon as the brakes were applied the pin holding the knuckle of the engine and the drawbar of the first car was severed. Engineer Bramley and conductor C. Laviolette were endeavoring to repair the break, when the other train bumped the the Caboose and Bramley was caught in the region of the abdomen and terribly cut and squeezed, while Laviolette had his elbow injured. Bramleyi must have died almost instantly. He was picked up and taken to the waiting room. Dr. Casselman, coroner, summoned a jury on Friday, and after viewing the body, the inquest was adjourned until 1 30 today. The hearing has been going on all afternoon, and was further adjourned until next Friday, December 13th.

The remains of the dead man was taken to Marsh's undertaking rooms and prepared for burial, going up on the Moccasin on Friday night.

Mr. Driver, of the law firm of Hutchison and Driver, of Brookville was present at the inquest in the interest of Mr. Bramley's relatives.

## The Bramley Inquest

The Jury Find that W. W. Bramley's Death was Caused by the Negligence of the Company and its Employees.

The inquest over the death of the late W. W. Bramley, the G. T. R. engineer who was killed in the yard here on Nov. 28, was resumed in the town hall on Friday last. W. A. Lewis of Brockville, represented the company, while R. J. Driver appeared for the family of the deceased.

The following is the verdict rendered: -

"By reason of a defective pin in the draw part [sic] of a knuckle head which couples the tender to the immediate following freight car caused the emergency brakes to set, while a number of rear freight cars and caboose remained on the West bound main line.

"And your jurors aforesaid, on their oaths aforesaid, do further say that while engineer W. W. Bramley was rightfully and lawfully endeavoring to remove the said pin from the said drawbar, and while he had hold of the knuckle head, standing behind it, the aforesaid mentioned engine No. 766, train no. 91, passing along said track ran into and struck the caboose and rear freight cars of said last mentioned engine no. 1247, forcing them suddenly forward and causing the knuckle head of the foremost freight car to crush the said W. W. Bramley, between such knuckle head and the knuckle head against which the said W. W. Bramley had hold of, causing almost instant death.

"The sudden violent collision and contact between the aforesaid foremost freight car and the tender of engine no. 1247, caused such mortal wounds, contusions and concussions to the said W. W. Bramley as to cause his death.

And your jurors, aforesaid, on their oath, do further say that the contact and collision aforesaid resulting in the death of W. W. Bramley was caused by a reason that the flagman of train 1247 C. Lester, was guilty of negligence in not going back (in accordance with the rules of the Railway Company) a sufficient distance with signals, which would have prevented the collision; and by reason of the further negligence of the night operator at Wales, Ontario, Mr. D. A. White, by violating the rules in allowing train no. 91 to proceed past Wales without a proper clearance from Morrisburg, and by the further negligence of the Railway Company in not maintaining the east semaphore in its former position and properly operating it; your jurors being of the opinion that if the semaphore had been in its former position and turned against train No. 91 the collision would not have occurred; and furthermore if either the flagman of train No. 1247 or the operator at Wales had done his duty the collision would not have occurred."

Bramley's engine was no. 1247, his brakeman was C. Lester, referred to in the verdict.

Engineer Antonio Jacques of Montreal was in charge of engine no. 766, train 91, which run into Bramley's caboose.

09/01/1913 *Morrisburg Leader*

Kingston (CN)

Aultsville

A pitch-in occurred at Aultsville early yesterday morning which blocked traffic on the two main lines for several hours. Fast freight train No. 93, westbound, collided with an eastbound freight that was taking the siding in order to allow No.8 express to pass. Seven cars were ditched, one of them filled with beef, being turned across the two tracks. The auxiliaries from Brockville and Toronto were called out and worked the greater part of the day. As a result of this accident the fast train from the west and the moccasin were held here until nearly noon, which made business for the hotels, some 83 taking breakfast at St. Lawrence Hall, while 41 did likewise at the Windsor House and 42 at the Hotel Southern. Though taken unaware our hotels were equal to the occasion, and all went on their journey well pleased with the manner in which innerman was satisfied.

20/02/1913 *Morrisburg Leader*

Kingston (CN)

Cardinal

## Two Killed

Mr. Brown and a Neighbor Woman Named Mrs. John Grant Killed at Cardinal Crossing by Fast Train West.

Friday morning last just before 11 o'clock, a sad and fatal accident occurred on the Grand Trunk Railway at a public crossing a short distance west of Cardinal station, and at a point where the International limited would be running at a high rate of speed, in fact at a place where the fast train would be making its best in order to make its connections at Prescott and Brockville, which are among the few stops that it has to make.

The victims were Mrs. John Grant and Mr. Allen Brown. Both are residents of the 4th concession of Edwardsburg, and neighbors. Mr. Brown was driving into the village and kindly took Mrs. Grant along, who desired to do some shopping there. All went well until the approach to the crossing was made. They were seated in the buggy with the top up. Mr. Brown wore a cap pulled over his ears, and near the crossing looked out to see if all was clear, but owing to the fact that the cap prevented him from hearing the approach of the fast-moving train in time to avert the accident, the buggy was struck with great force, and it's occupants were hurled into the ditch.

The train was immediately stopped. Engineer Conrad applied his brakes when he saw the predicament those driving were in but owing to the conditions was unable to prevent the tragedy.

Both bodies were picked up but death had intervened.

Dr. Locke, of Cardinal, was called but the unhappy victims were beyond recall.

Dr. McPherson, Prescott was notified and left that afternoon for Cardinal to hold an inquest.

Mr. Brown was about 55 years of age, and Mrs. Grant was aged 50 years.

The train was in charge of Conductor D. White, of Toronto, and Engineer Conrad.

The body of Mr Brown was badly mangled, especially about the head. Portions of it being carried some distance.

Mrs. Grant while injured internally did not show many external marks, only a few abrasions.

20/02/1913 *Kemptville Weekly Advance* Kingston (CN)

Cardinal

## Cardinal Couple Killed by Train

Mrsr. John Grant and Mr. Alvin Brown Victims of Fatal Accident

A Cardinal correspondent writes: A very sad accident occurred on Friday February 14th, when Mr. Alvin Brown and Mrs. John Grant were struck by the train, and instantly killed on the railway crossing just outside the village of Cardinal.

Not noticing the train approaching, they drove on to the track and suddenly the horse stopped, and Mr. Brown looked out of the top just as the train struck them.

Mr. Brown's body was very badly bruised, but Mrs. Grant only received a few scars on her face.

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27/02/1913 *Merrickville Star-Chronicle* Kingston (CN)

Cardinal

## Cardinal Couple Killed by Train

Mrs. John Grant and Mr. Alvin Brown Victims of Fatal Accident

A Cardinal correspondent writes: A very sad accident occurred on Friday, February 14th, when Mr. Alvin Brown and Mrs. John Grant were struck by the train, and instantly killed on the railway crossing just outside the village of Cardinal.

Not noticing the train approaching, they drove on to the track and suddenly the horse stopped, and Mr. Brown looked out of the top just as the train struck them.

Mr. Browns body was very badly bruised, but Mrs. Grant only received a few scars on her face.

**06/03/1913    Morrisburg Leader    Kingston (CN)    Morrisburg**

A serious and what might have proved a fatal accident, occurred at the G.T.R. crossing here on Monday. As the fast express, which is due here at 10:45, reached the Aultsville road, a man driving a horse and cutter was seen approaching from the north, but not in time to avoid a collision. The occupant proved to be Mr. Moore, lately returned from the west, who had driven with his brother Percy to the latter's school in Gallingertown. From some unknown cause he did not hear or see the approaching train until too late to stop the horse. The horse was caught and carried on the engine for quite a long way and when found was dead. The young man who was badly shaken up but not injured, was badly frightened and the cutter was smashed. How Mr. Moore escaped injury is quite miraculous.

**20/03/1913    Morrisburg Leader    Kingston (CN)    Brockville**

Brockville Recorder:- Sunday morning at 6.45 a telephone message from Morrisburg to the police station here stated that six tramps had been caught red handed robbing a car of merchandise at that point. The conductor stated he had locked the `hoboes` in the car and requested that officers meet the train upon arrival here. Constables Storey and Ferguson did as requested but when the door was unlocked here the six tramps are missing. It is thought that confederates released them before the train got under fair headway at Morrisburg. A quantity of canned goods and some liquor was missing

**03/04/1913    Morrisburg Leader    Kingston (CN)    Gananoque Junction**

The Grand Trunk Railway has decided to change the name of Thousand Islands Junction to that of Gananoque Junction. This action was through the solicitation of the Gananoque Board of Trade.

**17/04/1913    Kemptville Weekly Advance    Kingston (CN)    Gananoque**

The Grand Trunk Railway has decided to change the name of Thousand Island Junction to Gananoque Junction. This action was through the solicitation of the Gananoque Board of Trade.

**08/05/1913    Morrisburg Leader    Kingston (CN)    Cardinal**

The Grand Trunk Railway, acting on instructions from the Board of Railway Commissioners, is preparing to commence the erection of a subway at the first crossing west of Cardinal village which has been the scene of several railway accidents. The project necessitates raising the double tracks several feet for more than a mile in order to get the necessary levels.

**31/07/1913    Morrisburg Leader    Kingston (CN)    Morrisburg**

Saturday morning a man who was stealing a ride on a westbound freight was imprisoned in a car while the engine was taking water here. The car in which he was riding had been sealed, and the conductor noticing the latch broken here nailed the car up. The man was discovered at when the train reached Brockville, where he was arrested but glad to get out of his stuffy quarters, the car being nearly filled with merchandise.

**11/09/1913    Morrisburg Leader    Kingston (CN)    Prescott**

Prescott Man Has Narrow Escape

Prescott, Sept 6. - The Edward street crossing at the Grand Trunk Railway at Prescott was the scene on Thursday of another serious accident , which only by a miracle did not prove fatal. When Mr. Abram Land, a well known Prescott citizen was crossing the track driving a young and spirited horse he did not notice the two trains coming in opposite directions. He was watching one of the approaching trains, when the horse became unmanageable and threw him out of the buggy. The train coming in the other direction struck the buggy and demolished it and carried the horse until the harness became loose doing no considerable injury to the animal. Had not Mr. Lane been fortunate to have been thrown from the buggy he would undoubtedly have been killed outright. Outside of a serious cut on the head and bruises on his body he escaped further injury.

**25/09/1913    Morrisburg Leader    Kingston (CN)    Morrisburg**

On Wednesday night a Holstein bull, supposed to be the property of Mr. Robert Donnelly, was struck by a G.T.R. train at Farlinger's Crossing and instantly killed. The animal was found early Thursday morning alongside the tracks by the section men.

**02/10/1913    Morrisburg Leader    Kingston (CN)    Prescott**

Running at high speed nearing Prescott on Monday afternoon, the International Limited for Montreal came to a stop by the breaking of one of the side rods of the engine. One side of the engine was stripped and a portion of the cab demolished. Both engineer and fireman escaped injury. The train was delayed until another engine was sent from Brockville.

**06/10/1913    Ottawa Journal    Kingston (CN)**

SUSPICIOUS TRAIN WRECK

Switch Thrown Open and Express was Ditched.

Kingston, OnU Oct 1 What looked like a deliberate attempt at wrecking a train on the Grand Trunk Railway I occurred here at midnight.

A switch connecting the siding at Anglin's Mill was left open and the suburban train backing into the city was ditched.

Two cars left the track. There were no passengers on the train and the crew were unharmed, although Conductor John Doyle had to jump for his life.

**16/10/1913    Morrisburg Leader    Kingston (CN)    Morrisburg**

The first of the fifty engines of the Mikado type being turned out from the Montreal Locomotive Works for the Grand Trunk Railway went through here, west , on Sunday. It hauled a train of seventy cars easily

**27/11/1913    Morrisburg Leader    Kingston (CN)    Aultsville**

When pulling out of Aultsville last Saturday afternoon the engine hauling the afternoon express (No 6) became disabled by the breaking of both side rods which stripped the mechanism besides demolishing a portion of the cab. The engine of a freight train following the express hauled the latter back here and then took it on to Montreal, using the westbound main line to Wales, owing to the other track being blocked by the stranded engine, which could not be moved until fitters had disconnected her.

**25/12/1913    Morrisburg Leader    Kingston (CN)    Morrisburg**

Driving into town last Friday evening on the Gravel Road, disaster came to Neil Hunter. A freight train was standing on the track and some flat cars in the train lay directly at the crossing. Not noticing the low cars, Hunter drove his horse with considerable speed right into a car, with the result that the horse was killed and the rig smashed. Mr. Cunningham, who was driving close behind Mr. Hubter, also met with a mishap, his horse getting mixed up in Hunter's rig and sustaining considerable bruises,

**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.

## 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 good sized 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 Marbank 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.

26/11/1914 Globe and Mail

Kingston (CN)

Rideau Station

## Another Crossing Fatality

Robt. Savage of Kingston Instantly Killed - Brother Arthur Injured.

Kingston, Nov. 25.- Robert Savage of Kingston was instantly killed, and his brother, Arthur, very seriously injured this evening at 7.15 o'clock, when the local train from Brockville, passing Rideau station, about six miles east of this city, struck the vehicle in which they were driving. Arthur Savage was brought to the hospital in Kingston, and his recovery is doubtful. Dr. D.E. Mundell, Coroner, visited the scene of the accident, and will open an inquest to-morrow night.

19/01/1915 Ottawa Citizen

Kingston (CN)

Coteau

## Collision at Coteau

MONTREAL Jan 19. Fireman H. Stockley and Conductor S. Deruchie, Turcot, were slightly injured when a freight train ran into the rear of another freight train on the Grand Trunk Railway at Coteau Junction this morning.

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.

04/06/1915 Vancouver Daily World

Kingston (CN)

Rideau Station

## Grand Trunk Freight Wrecked

Kingston, June 4. A bad wreck occurred on the Grand Trunk near Rideau station last night when a westbound freight train left the rails. Seventeen cars were destroyed and Charles Lawson, of Brockville, who was stealing a ride, was badly injured.

05/06/1915 Ottawa Citizen

Kingston (CN)

Rideau Station

## Freight Left Rail At Rideau Station

## Man Riding on Bumpers Badly Hurt

Kingston, Ont., June 4.—A serious accident occurred on the Grand Trunk at Rideau station, a few miles east of this city, last night, when a west bound freight train ran off the track.

A spreading rail is believed to have been the cause. Seventeen cars were ditched, and a young man named Charles Lawson of Brockville, who was riding between the bumpers, had one foot badly hurt and was removed to the Hotel Dieu here. Many of the cars were smashed into kindling wood. Traffic was held up three hours until an auxiliary from Brockville cleared the track

03/03/1916 Ottawa Journal

Kingston (CN)

Findley

## GRAND TRUNK TRAIN JUMPED THE TRACKS

Three Coaches Ditched, Eight Hurt, Only One Seriously, in Passenger Wreck.

Kingston, Ont., March 3.- The fast train on the Grand Trunk Railway out of Montreal, No. 13, was derailed near Kingston Mills, six miles from here, about 3 o'clock this morning. Three coaches were thrown into the ditch and eight passengers were injured, but only one seriously. Mrs. Elizabeth Confray, aged 36, of Montreal, was on her way to Hamilton with her three children, Ellen, Edith and Mathew [sic], the latter a baby nine weeks' old. Ellen suffered a fractured arm, and Mrs. Confray sustained serious cuts about the face and body, but the other two children escaped uninjured. Ellen Adams, of London, Ont., suffered a serious shaking-up. The Misses. Josephine and Eva McCaffrey, sisters residing at 500 Guy Street, Montreal, were badly shaken up. Miss Josephine McCaffrey was on her way to Battle Creek, Mich., to enter a sanitarium. Mr. Samuel Frankel, aged 39, of Montreal, is also suffering from shock. All the injured were brought here on a special train, and arrived at the Hotel Dieu, where they are doing well. The train was running fast.

## G.T.R NIGHT EXPRESS LEAVES RAILS NEAR KINGSTON MILLS

Montreal Girl Had Her Arm Broken - Eight Other Passengers Were Shaken Up - Three Coaches in the Ditch - Traffic Was Blocked.

Mrs. Elizabeth Confray. Aged 36, Montreal, badly cut about the face and hands. Suffering severely from shock.

Ellen Confray, aged 11 years, left arm fractured.

Edith Confray, aged 6 years, suffering from shock.

Baby Matthew Confray, 9 weeks old, uninjured.

Miss Josephine McCaffrey. 500 Guy street, Montreal, suffering from serious shaking up.

Miss Eva McCaffrey, 500 Guy street, Montreal suffering from shock.

Samuel Frankel, aged 29, Montreal, suffering from shock.

Miss Ellen Adams, London, Ont., badly shaken up.

Eight people, were injured when the fast train coming from Montreal, known as No. 13, was derailed near Kingston Mills, about 3 o'clock on Friday morning.

The injured were all brought to the city, and are now patients at the Hotel Dieu where they are doing nicely.

Little Ellen Confray, the Montreal girl, who was travelling with her mother and two other members of the family, received the most serious injuries.

It was stated that her left arm had been fractured.

The train was travelling at a fast rate of speed, and the fact that there was not a heavy death list, is nothing more than a miracle.

Mrs. Confray and her children were on their way to Hamilton.

## Spreading Rail Caused Accident.

A Whig representative paid a visit to the scene of the accident on Friday morning. From information received from men who were aboard the ill-fated train and men who are engaged in clearing up the wreckage, there appears to be no doubt that the accident was caused by the spreading of a rail.

The scene of the accident is about one and one half miles, east of Rideau station. To get there it is necessary for one to walk along the railroad track from Rideau station. When the Whig man arrived on the scene he found about one hundred men employed by the Grand Trunk Railroad Company engaged in clearing up the wreckage and also laying a new line of track as the right hand track was completely ripped by the train leaving it. The train which left the track is known as the fast train, No. 13, which is due to arrive at the Grand Trunk outer station at 3 o'clock. It was composed of ten cars made up as follows: Two baggage cars, one second-class car, one first-class car and six pullmans. Two baggage cars rolled over into the ditch, while the second-class car, which was right behind the baggage cars, was thrown on its side and was lying crossways of the tracks. The first-class car and the pullmans were thrown from the rails but fortunately did not topple over. The tender of the train left the rails but no damage was done.

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## Passengers Surprised

On account of the train being a few minutes late the engineer in charge was evidently endeavoring to make up for lost time. He made 43 miles, with one stop at Gananoque Junction, in fifty minutes, that the train was going at the rate of over fifty miles an hour.

As the accident occurred so suddenly, it was almost impossible for any of the people who were aboard the train to state what happened. The first thing they felt was a severe bang as though there was a collision. Getting from the beds in the pullman they were surprised to find that the train was a wreck. Upon getting from their beds they were informed by the porter that two of the leading cars had gone into the ditch and the pullmans had received a very bad shaking up but were still standing up-right. After dressing the passengers got off the train. Upon going up the front they found that the two baggage cars were in the ditch but were standing right up. The second-class car, which was third from the locomotive, received, the worst breaking up, being thrown on its side and dragged for a considerable distance before the train was brought to a standstill. The fourth car, which was the first-class car, remained upright, but was thrown from the rails, owing to the front car being off the track and tearing them up. The train was going at such a rate of speed that the place where the baggage and mail cars lighted was about twenty or thirty yards to the right of the track. It is only a miracle that the two men who were working in the baggage car were not killed. They appeared to be none the worse of the smash when speaking to Whig representative.

It is a miracle that persons who were seated in the second-class car, were not killed as it crashed into the baggage cars so heavily. The reason that more people were not seriously hurt is due to the fact that it was a steel coach.

## Conductor Flagged Eastbound train

Through the prompt action of Conductor Garrett, Toronto, who was in charge of the ill-fated train, the express from the west which was due at Rideau station about the same time as the accident occurred, was stopped before it arrived at the scene of the wreck. Leaving the scene of the accident, the conductor took a lantern and ran up the track, and by that means was able to get word to the eastbound train, he went up to the grocery store at Cushendall and telephoned to the Grand Trunk outer station. The suburban train was immediately despatched to the scene of the accident and the injured passengers were rushed to the Hotel Dieu.

The point where the accident occurred is exactly the same place where a freight train left the tracks last June. On this occasion the freight cars were completely destroyed.

The railroad authorities at Belleville were communicated with and the wrecking train and one hundred railroad men were soon on their way. The train arrived at five o'clock and the job of clearing away the wreckage was commenced.

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## Wrecking Gang At Work.

On account of the west track being partly torn up for a distance of about four hundred yards. It was found necessary for the wrecking train to use the east tracks, meaning the tying up of traffic. Up until two o'clock Friday afternoon no train had been able to go either east or west of the point where the accident occurred. Men in charge of the wrecking crew told the Whig that it would be some hours before traffic was opened. Most of the new rails on the west track have been laid but it will take some time to put the cars back. The two baggage cars are so far away from the track that it will be a difficult job to get them back again.

Although a number of small pieces of iron were broken on the pullmans it will not cost a great deal of money to put them in shape again.

At eleven o'clock on Friday morning a special train containing officials of the company from Montreal arrived at the scene of the accident.

Although none of the men had any information to give out to the press, the general impression is that they found that the spreading of a rail was the cause of the accident. When one of the men made a measurement between the rails he found that there was a spreading of about one and one half inches. The workmen noticed that it was likely at this point the coaches left the rails and for that reason did not make any alterations until the track was examined by the head officials.

At the Hotel Dieu

(omitted)



**FRIDAY UNLUCKY FOR GRAND TRUNK**  
Three Recent Accidents Have Occurred on a Friday

Friday appears to be an unlucky day for the Grand Trunk Railway, at least it would appear so in view of the fact that three recent accidents which occurred in Kingston and district have occurred on a Friday.

Two weeks ago two freights had a pitch-in at the outer station; a week ago Miss Edith Wallis, of Lansdowne, lost her life [sic] when a car was overturned near the city station and on Friday of this week, the wreck occurred below Kingston Mills.

**09/03/1916    *Kemptville Weekly Advance*    Kingston (CN)**

***Findley***

**FAST GRAND TRUNK TRAIN WRECKED FRIDAY MORNING**

Train of Eight Coaches Left the Rails West of Findley Station, Near Rideau

**EIGHT PASSENGERS INJURED**

Supply Train and Auxiliary Rushed to The Scene of Accident by Prompt Officials

Friday morning at Two o'clock a disastrous accident occurred on the Grand Trunk railway system at a point four miles west of Findley, a small day station located between Thousand Island Junction and Rideau.

The train involved was No. 13, the fast express from Montreal to Chicago, due to pass Brockville at 2:10 a. m. This morning the train in question was 25 minutes late. It was from Montreal to Brockville in charge of conductor James Garrett of Toronto, a former well-known resident of Brockville, and the engineer of the locomotive no. 226 was Alfred Dodd of Montreal, also a former Brockvillian. At this terminal the engineer is changed, but not conductors. Dodd's place was taken by engineman Wm. Adamson of Belleville. All went well until the point stated was reached, when the train suddenly separated from the engine and the cars composing it left the track plunging into the ditch. The train at the time, it is thought, would be moving at a rate of sixty miles an hour, there being no scheduled stopping place between the T.I. Junction, outer station for Gananoque and Kingston Junction. How the accident happened is not known here. It is however conjectured that ice accumulating on the rails may have been the reason. Fortunately when the heavy train was ditched the cars remained upright on their own trucks. The cars are wooden but with steel trucks are exceptionally heavy, which doubtless accounts for their not upsetting or turning sidewise.

The particulars are as yet of a very meagre variety. One report says that a woman and a girl were injured, but today there is no definite information as the nature or extent of such injuries, if they happened.

So complete was the derailment one car was thrown clear over against a fence at the north side of the tracks.

Traffic on the line was for some time entirely suspended and at this time of writing, no trains have passed the spot. The passengers are being transshipped by an improvised loop line around the wreck.

So soon as the message was received at Montreal and Brockville officials of the company ordered out the big auxiliary apparatus kept at these places for such emergencies. The one from Montreal was gotten quickly on the way and had proceeded as far as St. Dominique when a broken wheel caused it to derail and had not passed Brockville by late afternoon. The local car foreman, A. E. Laprairie, and his staff, left here for the wreck on receipt of news.

A special train with general superintendent Bawker and other officials on board went to Findley this morning.

The coaches and buffet car of the local to have left here at 8:15, were rushed to the scene to provide meals for the passengers and crew and to assist in the transshipping of the passengers.

The eastbound and afternoon passenger trains got in about 5 o'clock.

The International Limited was on time in passing and the passengers were to be transshipped at Findley.

The train wrecked is one of the finest equipped in the G.T.R. Service. Inquiry at the local ticket office has indicated that no Brockville passengers were on the ill-fated train. The night traffic in the winter is not as a rule large.- Brockville Recorder.

Kingston, March 3. - The fast Grand Trunk express from Montreal was derailed while running fast near Kingston Mills, six miles from here, last night. Three cars went into the ditch but the passengers had marvellous escapes. Mrs. Confray of Montreal on her way to Hamilton with three small children was seriously cut about the face and body, and her daughter Ellen, suffered a broken arm. Altogether eight passengers were injured and all are doing well at the Hotel Dieu hospital here.

**25/05/1916    *Ottawa Citizen***

***Kingston (CN)***

***Morrisburg***

**TWO KILLED AND TWO BADLY HURT**

Williamsburg Man's Daughters Killed in Accident.

BROCKVILLE. May 24. Gladys and Cassie Casselman, elder daughters of Clinton Casselman, of North Williamsburg, were instantly killed this afternoon when the horse their father was driving became unmanageable and plunged into the No. 7 westbound G. T. R. express near Morrisburg. The father with his three daughters was en route to Morrisburg to attend a celebration. Casselman and his youngest daughter, Olive, received injuries that necessitated their removal to the General Hospital here and each is in a critical condition. Casselman has a fractured hip and the daughter a fractured jaw and leg.

**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.

## Terrible Tragedy

West-bound 12.48 G. T. R. Express Crashes into Buggy; Two Killed; Two Seriously Injured

A gloom was cast over the merriment of the Victoria Day visitors to Morrisburg caused by the tragedy which occurred shortly after one o'clock at the G. T. R. crossing on the Gravel Road when the west-bound local express No. 7, engine no. 191 in charge of engineer King and conductor McConachie of Montreal, crashed into a buggy occupied by Mr. Clint Castleman and three daughters, Gladys, Cassie, and Olive, of Elma, badly mutilating the bodies of the two eldest daughters, Gladys aged 14, and Cassie, age 12, and in the twinkling of an eye, snatching from their bodies the spirit, which a moment before pulsated with youthful vigour and activity. Olive, the youngest daughter, and the father, were seriously injured and miraculously escaped death. They were picked up unconscious and rushed to Dr. Mulloy's office where the wounds were dressed, after which they were put on board the train and removed to Brockville General Hospital, accompanied by coroner Mulloy. Mr. Casselman, it is reported, is suffering from concussion of the brain, and one leg is broken in two places. Olive is suffering from a broken jaw and a broken leg.

The horse was also badly mutilated and was carried on the "cowcatcher" a distance of about 75 yards.

Thus, the day's merriment was suddenly thrown into a mourning which fell as a pall upon the hundreds who viewed the terrible tragedy.

In the absence of coroner Mulloy, Dr. McLaughlin viewed the bodies of the two eldest daughters, and had the remains removed to Marsh & Sons undertaking parlours.

After the arrival of coroner Locke a jury was impanelled who viewed the remains and the inquest was adjourned until June 1st.

The circumstances which surround the unfortunate incident will be duly revealed by the evidence at the inquest, but the expression was general by those who viewed the remains, including a number of travelers, that the Gravel Road crossing having a stretch of buildings at the approach which obstruct the view from an incoming west-bound train for some 50 yards, is the most dangerous in this Province. This is a condition which should be brought to the attention of the Railway Commission, and Wednesday's tragedy is one which commands the cooperation of local authorities to see that proper steps be taken for the safety of the large traffic between Williamsburg and Morrisburg on the Gravel Road which necessitates crossing the G. T. R. at this point.

27/05/1916 *Ottawa Citizen*

Kingston (CN)

Summerstown

## Fatality Near Cornwall.

CORNWALL, Ont., May 26 Jos. Brennan, aged 12 years, a son of Jos. Brennan, was instantly killed about a mile west of Summerstown station by being struck by the "Moccasin" train as he attempted to cross the track today. Dr. A. Ross Alguire, coroner, of Cornwall, was notified of the accident and Chief of Police Smyth empanelled a jury here. The jury visited the scene and viewed the remains this afternoon and adjourned to meet at the court house here on Friday, June 2nd, at 2 o'clock.

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 Smyth 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.

Adjournd inquest

Jury's Verdict - Negligence on Part of G. T. R. In Not Properly Guarding Dangerous Crossing

Pursuant to adjournment, the inquest for the hearing of the evidence in connection with the tragedy which occurred at the Gravel Road crossing on the 24th of May, was held Thursday afternoon, June 1st at the town-hall Morrisburg, Coroner Locke presiding. Crown attorney Dingwell of Cornwall, represented the crown, Mr Irwin Hilliard, K. C., M. P. P., for Mr. Casselman, and Messrs. J. P. Pratt and W. C. Mills for the G. T. R.

Some twenty-five witnesses were heard, the first two being doctors Malloy and Locke, who testified that the Casselman girls, Cassie and Gladys, were killed almost instantaneously when struck by train.

Engineer King of Montreal, who was in charge of the engine on the 24th of May, said the train was due to leave Montreal at 9.20, they were 10 minutes late leaving Cornwall and 10 minutes late when the accident happened. He thought it only 5 or 6 seconds after he saw the rig approaching that the engine struck the horse on the side; he had applied the emergency brakes and had blown the whistle before the engine struck which was going at a rate of about 30 miles an hour. The train kept on going a distance of about seven car lengths before it came to a standstill, he said. He had had no instructions to watch this particular crossing on account of buildings at approach. It was about 12.58 when he arrived at crossing. The witness could not say positively what was the shortest distance a train could be stopped in when going at 30 miles an hour. "I came to the conclusion when I first saw the man approached. If he kept on going ahead he would be safe," he said.

Robert Day, fireman, of Montreal gave his evidence similar to that of the engineer, adding that he thought a train going at a rate of 30 miles an hour could be stopped within 500 feet. He did not consider crossing dangerous.

Fred Meyers, station agent said he was one of the first to reach the victims. He heard train whistle and bell ringing; he had tested the crossing bell and it was in good working order. There was no other train at the station which could have caused the bell to ring.

Questioned, Mr. J. P. Pratt, representing the G. T. R., stated that following a test with specially selected cars, a train going 60 miles an hour had been stopped in 1200 feet.

Mr. C. Casselman was on Gravel Road at time of accident. He testified that he had heard no whistle and no bell he thought the crossing was a regular "Man Trap."

Willis Schell, Williamsburg also thought the crossing was dangerous on account of buildings at approach. He thought the bell was of no use as it served to frighten many horses.

Mr. R. H. Ashton, whose residence is about 250 ft away from the track, testified that he was sitting on his verndah as the train approached the crossing. He heard the train whistle for the crossing, and later heard the warning whistle which drew his attention and he immediately ran over to the crossing and saw the victims. He said the length of his stretch of buildings at the approach were as follows: 220 ft. 50 ft. and 60 ft. with a short distance between the first and second. From the south end of the building to the track is a distance of 37 feet. He thought the crossing was a very dangerous one on account of his buildings obstructing the view from an incoming train. Witness said the bell was out of water most of the time, and ringing a large portion of the time when no train was in sight.

Miss Lottie Weaver said she was in the last rig which crossed the track before the accident. She did not know that train was approaching until after she reached the track, then she saw the incoming train somewhere about "Tin Plate" factory. She heard crossing bell ring a few minutes before the accident.

Miss Barclay, Williamsburg, was in the same buggy as Miss Weaver and gave similar evidence.

Mrs. James Duval, whose residence is but a short distance from the G. T. R., heard train whistle and saw horse approach the crossing trotting. She saw horse to rear up on hind legs just as engine struck. She did not think Mr. Casselman saw the train approaching. She thought the bell might have caused horse to rear.

Mr. Geo. Janack. Pte., with 156, Prescott, was at Morrisburg station at time of accident. Did you not hear whistle blow but heard the bell ring.

Mr. Levi Barnhart stood in field south of "Tin Plate about 89 rods from G. T. R. with unobstructed view. He heard train whistle for Nash crossing, and two sharp blasts sometime later.

Mr. James Rice, Williamsburg followed Mr. Casselman with horse and rig at a short distance, but he knew very little about accident. He thought the crossing was a very dangerous one.

Mr. Frank Hummel, section foreman, said he had instructions to test bell every morning and to place a "flagman" at crossing when bell was out of order. He had found the bell out of order shortly after the accident.

Mr. W. H. Fetterly, testified that he frequently crossed the G. T. R. at the Gravel Road crossing. He thought the crossing was anything but safe and he had had several pretty close calls. The witness thought it was a great mistake on the part of the authorities to leave the crossing unprotected. He thought it was impossible for a person driving south to notice an incoming train from the east for a distance of 580 feet at the approach until a horse had practically reached the track. He had also noticed at two different times left standing on track on each side of road at this point which helped complete the tunnel.

Mr. John Castleman testified the bell at crossing was out of order on 24th of May and again on first of June.

This completed the evidence and Crown attorney Dingwell and Coroner Locke then addressed the jury with regard to their duty.

The jury then retired and after one hour's deliberation brought in a verdict that the accident was caused through neglect on the part of the Grand Trunk to properly safeguard the very dangerous crossing at Morrisburg. And they further recommended that steps be taken by the proper authorities to have said crossing properly protected.

## Boy Killed At Summerstown

Joseph Brennan, aged 12 years, a son of Joseph Brennan, was instantly killed about a mile west of Summerstown station by being struck by the "Moccasin" train at 8.02 Monday morning. Dr. Hamilton, of Cornwall, was called. Dr. A. Ross Alguire, coroner of Cornwall, was notified of the accident and Chief of Police Smyth empanelled [sic] a jury at Cornwall. The jury visited the scene and viewed the remains and adjourned to meet at the court house at Cornwall on Friday, June 2nd., at 2 o'clock.

Brennan, it is reported, crossed to the eastbound track to avoid a westbound freight and failed to notice the approach of the passenger train until too late. The train was in charge of Conductor Charles Claridge, Montreal with Sherman Morray, Brockville, as engineer.

15/09/1916 *Morrisburg Leader*

Kingston (CN)

Morrisburg

Messrs. J.H. Meikle, Reeve of Morrisburg, and Malcolm Becksted Reeve of Williamsburg, attended the sitting of the Railway Commissioners held at Ottawa on Tuesday, to take up the matter of safe guarding the Railway crossing on the Gravel Road, where the two Casselman girls met their fate on May 24th last. At the time of going to press the delegates had not yet returned from their mission, therefore the results of the investigation will be published in our next issue.

08/12/1916 *Morrisburg Leader*

Kingston (CN)

Morrisburg

## Gravel Road Crossing to be Protected by May 1917

In the matter of protection to be provided at the Gravel Road crossing the Board of Railway Commissioners, after considering the evidence taken at the sitting in Ottawa on September 12th, 1916, have issued an order that the crossing be protected by gates to be installed by the G.T.R., and the said gates to be operated day and night by a day and night watchman, and the work of installation to be completed by the 15th day of May, 1917. The question of the cost of operation has been reserved.

This move (at the cost of human life) will come as welcome news to the general public and particularly to a number of Morrisburg and Williamsburg citizens who have had thrilling escapes at this fatal trap.

26/01/1917 *Morrisburg Leader*

Kingston (CN)

Morrisburg

## Trainload of McLaughlin Cars

A G.T.R. fast freight passed through here yesterday with banners streaming headed for the Maritime provinces. The train was made up at Oshawa and left there on January 21st. loaded with McLaughlin Motor Cars. As near as one could tell there must have been about 30 car loads in the train. Estimating the value, the train must have carried a freight load of motor cars worth more than \$100,000. This does not look as though war-time was affecting Canada's prosperity. The fact, also that the McLaughlin Motor Company found it necessary to ship their automobiles in train loads to the Maritimes is a tribute to the efficiency and popularity of "Canada's Standard Car", the McLaughlin Valve-in-Head.

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.

18/05/1917 *Morrisburg Leader*

Kingston (CN)

Morrisburg

The G.T.R. crossing on the Gravel Road. Which for many years has been a menace to the travelling public, particularly between Williamsburg and Morrisburg, is now guarded by gates which have been erected by the G.T.R. and are operated by Messrs. Wm. Holmes and John McDonald. The gates are lowered as soon as an approaching train is in view and remain down until the train has crossed over the crossing, thereby eliminating all danger.

08/06/1917 *Morrisburg Leader*

Kingston (CN)

Morrisburg

## Williamsburg Council

The reeve was authorized to attend the meeting of the Board of the Railway Commission at Ottawa on Tuesday, the 4th day of June re Railway Crossing at Morrisburg

08/06/1917 *Morrisburg Leader*

Kingston (CN)

Morrisburg

## R. Y. Commissioners Hear Local Delegates

A special meeting of the Board of Railway Commissioners was held at Ottawa on Tuesday, June 5th for the purpose of setting a just apportionment of the cost of construction and maintenance of the gates lately erected at the Gravel Road crossing. After hearing the delegates the board ruled as follows:

Construction -  
Railway Fund 20 p.c.  
Williamsburg 5 p.c  
County 5 p.c  
Morrisburg 5 p.c  
Railway 65 p.c.

Maintenance -  
Morrisburg 10 p.c  
Williamsburg 10 p.c  
County 10 p.c  
Railway 70 p.c

Those who represented the municipalities were: -  
Morrisburg - Reeve Merkel and Mr. Arthur Flynn.  
Williamsburg - Mr. W B. Lawson, Chesterville and Reeve Casselman.  
Matilda - Mr. I. Hilliard, M. P. P.  
The county- Mr Davy, Iroquois.

19/04/1918 *Morrisburg Leader*

Kingston (CN)

Morrisburg

## Damage actions adjudged in Cornwall last week

In Casselman vs. the G.T.R., the plaintiff was awarded \$2,000 for injury to himself at a level crossing, but was not allowed anything for the killing of his two daughters in the same accident

**MOCCASIN TRAIN IS DERAILED BUT PASSENGERS LUCKY**

All Four Coaches and the Locomotive off Track Below Maitland

Brockville, February 24. To only a lucky break can be attributed the fact that no persons met serious injury or death when the G.T.R. express No. 26, known as the Moccasin train was derailed at 6:45 o'clock this morning, on a slight grade, two miles east of Maitland and a half mile west of the Blue Church road crossing. The accident was caused by spreading rails and before the train, driven by Engineer Charles Pettigrew of Brockville, with J. A. Beckstead of Montreal, as conductor, could be brought to a stop, fully a quarter of a mile of track had been torn up. Not one of the passengers, or an employee, suffered even a small scratch.

All the four coaches of the train and all the trucks of the locomotive with the exception of the pony trucks left the rails, the locomotive being the first to leave. The engine was travelling at fair speed when the accident occurred, having just got up speed after leaving Maitland. In addition there is a slight grade at the point where the train went off. That it was not ditched was due to the fact that the pony trucks kept the rails and that the run-off occurred on the inner side of the track. On the outer side, there is a drop of fully ten feet from the embankment and just a few rods west of the scene of the accident there is a 25-foot embankment.

All the coaches of the train remained upright and suffered injuries only to their trucks which will have to be replaced. At places the rails were bent and broken by the pressure to which they were subjected by the derailed trucks, and the roadbed and ties were cut up and otherwise damaged so that replacement will be necessary.

The local auxiliary proceeded to the scene of the wreck as soon as word was received here. Trainmaster. W. J. Nixon accompanied it. The Brockville and Prescott station gangs were also called to assist in repairing the tracks, and late this morning the Montreal derrick arrived to clear the westbound track which was blocked by the second class passenger coach.

Dr. T. F. Robertson, Grand Trunk surgeon at this point, was called to the scene of the wreck, at 8.30 o'clock but on arrival there found that his services were not required.

It is expected that trains will be able to proceed through by the westbound track at an early hour this afternoon. The baggage cars and the rear passenger coach retained almost the alignment of the track, but the second class coach has shifted its position so that it obstructs traffic.

**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

**23/05/1919 *Morrisburg Leader* Kingston (CN)**

***Iroquois***

Jumped from a Train

When he jumped from a special Grand Trunk train carrying soldiers, at a crossing just east of Iroquois, Howard Fawcett, a soldier just returned from overseas, sustained severe injuries about the head and face which necessitates seven stitches. Fawcett, whose home is in Hulbert near Iroquois, boarded the special train by mistake at Cornwall. Being unwilling to proceed to Prescott or Brockville and then return he took a chance while the train was travelling at full speed. The previous night, it is alleged, fawcett was robbed of \$70 while in a Cornwall hotel.

**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.

**12/09/1919 *Morrisburg Leader* Kingston (CN)**

***Morrisburg***

The regular meeting of the town council for September was held at the town hall, Monday Sept. 8th.

Moved and seconded by Messrs. Fetterly and Gorrell respectively.

That the application by Mr. R.H. Ashton for permission to carry a railway siding from the north side of the Grand Trunk Railway, west of the Gravel Road to his premises be granted so far as this Council is concerned - Carried

**23/10/1919 *Kemptville Weekly Advance* Kingston (CN)**

***Yonges Mills***

**TRAINMEN INJURED BY GRAND TRUNK COLLISION**

Conductor Reynolds, of Brockville and Brakeman Kennedy of Belleville. Hurt

Brockville, October 18 - As a result of a rear end collision between two work train on the Grand Trunk, near Yonges Mills nine miles west of here, yesterday morning, Conductor William Reynolds, Brockville is in St. Vincent's hospital suffering from bruises and possibly internal injuries, while Brakeman Vincent Kennedy, Belleville, and L. E. Savage, Brockville, have left that institution after being treated for minor injuries The two work trains left Brockville shortly after six o'clock enroute to the scene of track operations. When near Yonge Mills the second train, on rounding a curve, pitched into the first. A Belleville wrecking crew cleared the line.

**24/10/1919 *Globe and Mail* Kingston (CN)**

***Rideau Station***

G.T.R. Train Derailed At Rideau Station

Going Fifty Miles An Hour, But No Car Overturned So Casualties Slight

(Canadian Press Despatch)

Kingston, Oct. 23.- No. 19, the westbound G.T.R. mail train, was derailed at 12.50 at Rideau Station, the first station east of Kingston Junction.

The train, which does not stop there, was going at fifty miles an hour. The entire train, consisting of eleven cars, left the track, with the exception of the engine. The accident is thought to have been caused by a broken rail. None of the cars was overturned and as a consequence the casualty list is not serious.

Wm. Christie, Montreal, express messenger, was the only one sufficiently injured to be brought to hospital, with a broken rib, caused by a crate of automobile springs falling on him. Several persons were bruised or shaken up.

Two tracks were torn up for several yards, and two wrecking crews are busy clearing away the debris. A temporary track is being built around the wreck.

**05/02/1920 *Winchester Press* Kingston (CN)**

***Iroquois***

Four cars and the caboose of an east bound Grand Trunk freight train left the rails early Sunday morning near Iroquois Station. The accident was caused by the dropping of a brakebeam, the first car going across both tracks and the others being derailed. There was quite a lot of damage done but the cars escaped injury as did also the crew of the train.

**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 oiled movie stars, whose recent experience with the divorce court has given them additional notoriety,

Victim Not Identified

Toronto Globe, 2 Aug 1920, p7 c2

Kingston, Aug. 1. - (Special.) - The body of a man found dead alongside the G.T.R. tracks at Rideau Station yesterday has not yet been identified. He was about 65 years old, barely 5 feet 6 inches in height, and clean shaven. He wore a blue serge coat, two pairs of grey trousers, black running shoes and a straw hat, in the band of which was part of a Toronto paper. An inquest was held last night, and a verdict of accidental death returned. It is believed he was attempting to steal a ride on a freight train and fell off.

01/09/1920 *Ottawa Citizen*

Kingston (CN)

Lyn

Amalgamating Two Roads. BROCKVILLE. Ont., Aug. SI. C. N. R. and G. T. R. officials met today at Lyn near here for the purpose of deciding upon the amalgamation of the two roads at that point, which will enable C. N. R. trains to be Operated over the G. T. R. to Brockville. There is also a proposal to do away with one of the railway stations at Lyn. No statement was issued.

08/09/1920 *Ottawa Citizen*

Kingston (CN)

Brockville

Freight Cars Leave Track.

BROCKVILLE. Sept. 7. The derailment of 16 cars on extra east bound freight train No. 589 tied up traffic on both tracks of the G.T.R. main line this morning. The accident took place one and a half miles east of Lansdowne station, a broken wheel being the cause. Fifteen of the cars were loaded with grain and it was necessary to tranship the contents. The Montreal, Brockville and Belleville wrecking crews working at the scene succeeded in opening one track at noon today, allowing traffic to resume.

13/11/1920 *Ottawa Citizen*

Kingston (CN)

Brockville

Ford Struck by Train.

BROCKVILLE. Nov. 12 When the Ford car, owned by Albert Donovan, Mallorytown. was struck at the public crossing, east of that station yesterday afternoon by Grand Trunk express train No. nine, westbound, Nathan Fodey, aged 25, of Lansdowne, the other passenger in the car, received slight scalp wounds and Donovan himself, aged 22, was also slightly hurt. The car was badly damaged.

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.

22/02/1921 *Ottawa Citizen*

Kingston (CN)

Brockville

SHIPMENT TO TEST SPEED OF G.T. ROUTE

BROCKVILLE. Feb. 22. In an effort to secure the most prompt delivery at the Atlantic seaboard of its valuable freight, a train consisting of over 45 carloads of American cotton passed over the Grand Trunk eastbound at an early hour Monday morning. The shipment is routed over the Grand Trunk from Chicago to St. Alban's, Vt., and originated at St Louis, Mo. It will be delivered at Boston, Mass. The trainload of cotton constitutes a trial shipment over the Grand Trunk to determine the speed with which it can reach its destination, and is in competition with a number of United States roads. Because of the expeditious handling of the meat products originating at Chicago for export, the Grand Trunk hauls a vast amount of this traffic daily, the business being secured in competition with United States carriers. Should the Grand Trunk come out ahead with the delivery of the trial cotton shipment, it will mean increased through business in the handling of this commodity.

25/02/1921 *Ottawa Citizen*

Kingston (CN)

Kingston

WOMAN JUMPS FROM TRAIN, IS UNINJURED

BROCKVILLE, Ont., Feb. 25. While a Grand Trunk train was traveling at a speed of over 45 miles an hour, four miles east of Collins Bay, early this morning, a woman passenger, believed to be Mrs. M. Johnston, Toronto, broke the glass in the window opposite her berth in the Pullman car and jumped. Pullman Conductor C. Morrison heard the noise and saw the woman jump. The train was stopped and the track searched without result except for the discovery of the woman's hand-bag containing the name and address. Later she was discovered at a farm house, unharmed except for a few bruises. According to the conductor, the woman, who was en route to Vankleek Hill, was placed on the train at Toronto by a man, who said that she was suffering from a nervous breakdown.

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 Cornwall and appeared before Police Magistrate Cline on Monday morning and was fined \$100 and costs or three months in jail. The fine was paid.

12/05/1921 *Kemptville Weekly Advance*

Kingston (CN)

Cardinal

A Narrow Escape Mr. W. G. Gardiner nearly lost his life Monday, while driving his car into Cardinal. On the bridge over the canal are car tracks leading from the railway to the starch factory and used by the factory employees to convey freight to and from the main line. There is also a gate here to stop traffic when required and Mr. Gardiner, seeing it open, drove onto the bridge. He had but commenced to cross, when he noticed entering the other end of the bridge a freight car, being propelled by an engine. As there was no room to pass he stopped his car to back up when the engine stalled. Before he could get it started again the freight car was almost on top of him and he would have been killed but for the prompt action of a brakeman, who noticed the danger and threw on the air brakes. He was not in time to avoid the collision, however, and Mr. Gardiner's car was totally wrecked. How he escaped injury Mr. Gardiner cannot tell. All he can tell is that after the impact he found himself standing beside his wrecked automobile, uninjured but his car squeezed between a steel girder of the bridge and the freight car a total wreck. He learned afterwards that the gate was used only when the bridge was swung to allow boats to pass through the canal and not as a protection from trains travelling on the tracks.

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.

03/06/1921 *Ottawa Citizen*

Kingston (CN)

Aultsville

AULTSVILLE LADY KILLED BY TRAIN

Her Niece Was Seriously Injured.

CORNWALL. June 2. Mrs. Wesley Baker, who lives a few miles from the village of Aultsville. was instantly killed by the fast east-bound train on the Grand Trunk this afternoon, when a rig in which she and her niece, Laura Baker, were returning; home from the village was struck. In attempting to cross the tracks east of the station the distance of the approaching train from the crossing was miscalculated, and when the train collided with the rig, Mrs. Baker met instant death, and Miss Baker had her thigh fractured and was otherwise injured. She was brought to the general hospital here for treatment and it was reported tonight her condition is serious, Mrs. Baker is nearly sixty years of age and her niece about twenty.

10/06/1921 *Morrisburg Leader*

Kingston (CN)

Aultsville

The jury empaneled by Coroner Dr. Mulloy, in the matter of the death of Margaret Baker, killed at Aultsville crossing on Thursday last, brought in the following verdict. "We the jurors on the death of Margaret Baker, killed by the fast train No. 14 on the second day of June at Aultsville crossing, after hearing the evidence of several witnesses have come to the decision that the death was accidental. We further agree that the crossing is a dangerous one and strongly recommend better protection."

## MATILDA FARMER KILLED BY TRAIN

BROCKVILLE, Ont., June 14. Coroner Mulloy, of Morrisburg. opened an inquest last night at Iroquois, to enquire into the death of Fred Robertson, aed 65, a farmer residing in the township of Matilda, who was instantly killed yesterday afternoon when his buggy was struck by a Grand Trunk train at the level crossing one mile west of Iroquois, Robertson was deaf, and evidently failed to hear the approach of the train which carried him on the pilot of the locomotive for some distance before being stopped. Railway officials say that the usual warnin signals were sounded by the engine crew. Robertson leaves a widow and a grown up family.

07/07/1921 *Winchester Press*

Kingston (CN)

Roy Knapp, a reident of Prescott was killed by Grand Trunk train No. 10 at the railway crossing of the Prescott and Provincial Highway, about four miles east of prescott. He was employed on the highway as a teamster. The team were also killed, and the wagon was demolished.

29/09/1921 *Kemptville Weekly Advance* Kingston (CN)

Lancaster

## THREE FREIGHT TRAINS IN WRECK AT LANCASTER

Brockville, Ont, Sept. 25. Grand Trunk wrecking crews were called early yesterday morning to Lancaster, where a double pitch-in occurred. According to railroad reports, a. fast freight bound from Montreal to Brockville pitched into the rear end of another freight train, putting several cars off the track. A moment later an express freight train from Toronto for Montreal came along the eastbound track and was sideswiped by cars belonging to the freight train, which had become fouled of the track. No members -of the crews were injured but traffic was tied up.

23/01/1922 *Ottawa Citizen*

Kingston (CN)

Riviere Baudette

Killed By Train.

BROCKVILLE, Jan. 23 The dead body of A. Lafroise. a Grand Trunk trackman, living at Riviere Bauudette, was found in a snowbank beside the track, the man having evidently been struck by a train when patrolling the tracks during a blizzard.

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.

30/03/1922 *Morrisburg Leader* Kingston (CN)

Aultsville

Cornwall Assizes

Baker vs. Prunner - Action for damages by Miss Baker against defendant as Executor Estate Mrs. Wesley Baker by reason of deceased's negligence in driving across G.T.R. crossing at Aultsville when passenger train was approaching same at fast rate of speed. Judgment for the plaintiff for \$2000 and costs. G.I. Gogo, K.C. for plaintiff, G.A. Stiles, K.C. and A. Flynn for defendant.

07/04/1922 *Morrisburg Leader* Kingston (CN)

Aultsville

After being in the Cornwall General Hospital for the past ten months as the result of a railway accident at Aultsville crossing. Miss Laura Baker returned to her home on Thursday last being able to get around by the use of crutches. We are all pleased to see her home again.

08/06/1922 *Winchester Press* Kingston (CN)

Maitland

On a charge of having liquor in an illegal place Frank Stick. Former insector under the O.T.A. appeared before Magistrate Page and was fined \$200 and \$8.45 costs. Inspector Plumb, Prescott, who laid the information against Stick, confiscated 12 bottles of whiskey and four bottles of beer, which the accused had in his possession at Maitland, after leaving a train at that point.

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.

13/10/1922 *Morrisburg Leader* Kingston (CN)

Morrisburg

The early part of the week Grand Trunk passenger train No. 10 struck a herd of cattle on the tracks one and one-half mile east of Morrisburg and killed eight of them. There were 16 in the herd and were owned by Mr. W.C. Coir.

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

Morrisburg

A fewdays 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.

24/11/1922 *Morrisburg Leader* Kingston (CN)

Morrisburg

Six cars on an eastbound Grand Trunk freight train containing flour were derailed Wednesday morning at Morrisburg. The Brockville auxilliary was despatched to the scene at 9 o'clock to clear the tack. The train was in charge of W.E. Easton of Brockville.

**BOTTLED BEER LOST WHEN CAR BURNS**

BROCKVILLE, Ont. Dec. 13 Four hundred cases of bottled beer consigned from London, Ont., to Montreal were destroyed when a refrigerator car in which they were being carried on an eastbound Grand Trunk freight train, caught fire from a heater at Morrisburg yesterday. After the train crew had made efforts to put out the fire by placing the car under the water crane, the Morrisburg volunteer fire brigade was called. About 100 cases of beer were saved, but the car was wrecked.

15/12/1922 *Morrisburg Leader**Kingston (CN)**Morrisburg*

On Tuesday, four hundred cases of bottled beer consigned from London, Ont., to Montreal, were destroyed when a refrigerator car in which they were being carried on an eastbound Grand Trunk freight train caught fire from a heater. An effort was made to extinguish the fire by placing the car under the water crane, but failing, the Morrisburg fire brigade was called. About one hundred cases were saved but the car was wrecked.

05/04/1923 *Globe and Mail**Kingston (CN)**Rideau Station***Flier Strikes Worker With Fatal Results**

Fellow-workman Steps From Track Instant Before Accident

(Canadian Press Despatch.)

Kingston, April 4.- Struck by a westbound train at Rideau Station, on the Grand Trunk Railway, at noon today, Thomas McMaster, sectionman, was almost instantly killed.

A fellow-worker, Norman Ballantyne, escaped only because he happened to step from the track just an instant before the train came along.

The men were working on the westbound track, picking up scrap-iron, and had taken their handcar off the eastbound track to allow the train on that track to go through.

They apparently were not looking for the train on the west track, and the sounding of the bell and whistle did not attract their attention. The late Mr. McMaster was 36 years of age, and leaves a wife and one small child.

13/04/1923 *Morrisburg Leader**Kingston (CN)**Cardinal*

The Civil Service Commission announces the promotion of Freeman Gill from bridge motorman to bridgemaster at the Cardinal swing bridge, Department of Railways and Canals.

Note: A combined road/rail swing bridge crossed the canal on the north side of the village. With the coming of the Seaway, the bridge was removed and the canal filled in at that point. The tracks were relaid with the street rebuilt alongside the track. The track services the Ingredion (nee Canada Starch Plant).

01/06/1923 *Morrisburg Leader**Kingston (CN)**Cardinal*

A motor bus of the Yellow Bus line of Ottawa, operated between Prescott and Morrisburg, was struck by a G.T.R. train at Cardinal while crossing the track and badly damaged. Mrs. (Captain) Delaney and daughter of Prescott, who were occupants of the bus, were badly injured.

01/08/1923 *Ottawa Citizen**Kingston (CN)**Cornwall***Fatality at Cornwall.**

(Special to The Citizen) CORNWALL, Ont., July 31. Sammy Miron, one of the best known characters in town, met a horrible death at the C.N.R. station here this afternoon, when he was struck by a freight train and instantly killed. Mr. Miron, who was about 78 years of age, had a bag and was gathering coal along the tracks. His eyesight is bad and his hearing none too good and it is thought he neither heard nor saw the approach of the train. When Engineer Black saw the man he was between the two tracks and had he remained there nothing would have happened to him, but when the engine was only a few feet away from him he stepped right in front of it and was cut completely in two and his legs were badly mangled when dragged to the depot by the engine. Dr. Hamilton, the railway physician was called to the scene, as was Dr. Munro, coroner. The body was taken to Bert Jardine's morgue, where an inquest will be opened Wednesday morning. The unfortunate man leaves a family of eight, six daughters and two sons, all grown up

03/08/1923 *Morrisburg Leader**Kingston (CN)**Cornwall*

A fatal accident occurred at the East End of the platform at the Canadian National Station at Cornwall on Tuesday when Samuel Miron met instant death.

Miron was picking up coal between the tracks and evidently did not hear the approach of a west bound freight train as he was hard of hearing. The engineer saw the man between the tracks and considered he was safe where he was.

When the engine got within about 10 feet of Miron, however, he stepped directly in front of it. The body was carried over 100 feet before the train was brought to a standstill in front of the depot. An inquest will be held.

19/10/1923 *Ottawa Citizen**Kingston (CN)**Brockville***INJURED ALIGHTING FROM MOVING TRAIN**

BROCKVILLE, Ont., Oct. 19. Falling as he stepped from a moving freight train last night James Mephan, carpenter in the employ of the Canadian National Railways sustained concussion and a broken collar bone when he alighted heavily on his head and shoulder. He is in St. Vincent de Paul hospital.

18/01/1924 *Eastern Ontario Review**Kingston (CN)*

A motor car took the C.N.R. track at Ste. Anne de Bellevue in the absence of the ferry and had nearly crossed the bridge when it became stalled and was abandoned. The license plate and all other marks of identification had been removed by the time that the discovery of the car was made. Fortunately it was seen by the driver of an approaching train before it ran into it.



## THREE ENGINEMEN MEET DEATH WHEN C. N. R. PASSENGER TRAIN CRASHES INTO FREIGHT IN FOG

The Dead and the Injured Engineer Are All From Belleville, Ont. Accident Occurred Near Mallorytown Station. During Heavy Fog, and is Attributed to Lack of Precaution on Part of Engineer of Passenger Train, Who Had Been Advised of Presence of Freight Train in His Path Both Lines of Road Blocked by Wreck

BROCKVILLE, Ont, Feb. 27 - When Canadian National passenger train No. 20 met in collision with manifest freight immediately east of Mallorytown station at four o'clock this morning, an engineer and fireman lost their lives, a fireman died shortly afterwards of injuries, and a third was seriously hurt, so gravely that his life is despaired of.

The dead are:

Neil A. Woodcock, Belleville, engineer on train No. 3501.

James A. Ritchie, Belleville, fire-man on train No. 20.

William C. Carrigan, Belleville, fireman on train No. 3501.

The injured:

Albert Boyes, Belleville, engineer on train No. 20. Not expected to recover.

Occurred In Heavy Fog.

The accident occurred in a heavy fog, but is attributed to lack of precaution on the part of Engineer Boyes, who is said to have been advised of the presence of the freight train in his path. Earlier in the night one of the cars on the freight train, which was originally also bound eastward, suffered a broken truck between Mallorytown and Lyn. and while repairs were being made the engine was detached and came to Brockville to replenish its supply of water and fuel. The return trip was made to Mallorytown and then down the eastbound track where the engine was attached to the rear end of its train. It was intended to convey it to Mallorytown. The train was moving westerly with the engine tender first when No. 20 travelling at high speed, emerged from the fog with such suddenness that the enginemen had no chance of escape. Both engines were badly damaged and it was necessary to chop out the sides of the cabs to release the bodies of the dead employees.

Second Class Mails Burn.

The baggage car on No. 20 also caught fire and all second class mail was burnt. The lock bag mails were successfully removed. When news of the accident was flashed to Brockville a relief train was hastily despatched to the scene of the accident carrying Dr. T. F. Robertson, Dr. A. H. Judson, Dr. I. J. Williams, and six nurses, the Misses Hamilton, Drummond and Spence of general hospital staff, and the Misses Dillsbough, Johnston and Maloney, private nurses. This train returned from Mallorytown at 7 o'clock, bringing to the general hospital Engineer Boyes, who is not expected to recover, and Fireman Carrigan, who later died. Coroner Dr. W. Fred Jackson, accompanied by Chief of Police William Burk and County Attorney Brown left at 9 o'clock for Mallorytown for the purpose of opening an inquest.

Both tracks of the main line were blocked by the accident, and it was impossible for members of the wrecking crews to approach the wreck for some time owing to the intense heat of the burning baggage car.

## C.N.R. REPORT OF WRECK.

MONTREAL, Feb. 27 The following report was issued from Canadian National Railway headquarters this morning in reference to a wreck at Mallorytown, Ont.:

"At 4 o'clock this morning, at Mallorytown, Ont., train No. 20, eastbound from Toronto to Montreal, struck extra freight No. 3501, also eastbound, about 100 yards east of Mallorytown station. Engineer N. A. Woodcock, of the extra, and Fireman Ritchie, of the Toronto-Montreal train, were killed, and Engineer Albert Boyes, of No. 20, and Fireman William Carrigan, of the extra, were seriously injured. The wreckage of the two engines caught fire and also the storage mail car of No. 20. The fire was handled by the crew with the aid of fire extinguishers and snow, and the larger part of the contents of the mail car was salvaged.

"No passengers were injured, and those in the Pullmans were not disturbed. Dr. Hissell, of Mallorytown was on the scene immediately, rendering such assistance as possible, and a relief train was immediately sent from Brockville with three doctors and six nurses, and the two injured men were taken to the Brockville hospital. The freight had been delayed on account of an accident to a truck and had been split to permit repairs, the rear section being moved west by the engine under the charge of Engineer Woodcock and, was standing near the Mallorytown station at the time of the accident

"The cause of the accident is being investigated."

28/02/1924 *Chesterville Record*

Kingston (CN)

Mallorytown

When Canadian National eastbound passenger train number 20 and freight train number 3501 met in a head-on collision at a point just east of Mallorytown station at 4 o'clock yesterday morning two employees of the railroad were killed, one has since died and another is so seriously injured that his recovery is despaired of.

List of dead and injured

The official statement by the Canadian National Railways headquarters on the collision is as follows:

Identical wording to that in the Citizen above.

28/02/1924 *Chesterville Record*

Kingston (CN)

Moulinette

E.O. Winters Killed at Moulinette

The blinding snowstorm which last Wednesday raged all over the country was responsible in a large measure for the death of E.O. Winters, Canadian National Railway Agent at Moulinette, and one of the most respected residents of the village. Owing to the storm the west bound trains, which normally use the north track, were transferred to the south track, and Mr. Winters, expecting the noon train, went out on the south track with his mail bag, which he usually placed on that train, but the train that whistled was the International Limited which was running a few minutes late. Mr. Winters was struck by the approaching train and had his legs and arms broken and his head crushed. It was 1.30 Wednesday afternoon when the accident was discovered by the engineer on the mail train.

28/02/1924 *Ottawa Journal*

Kingston (CN)

Mallorytown

## ENGINEER DIES FROM INJURIES IN WRECK

Makes Four Dead In the Smash At Mallorytown.

BROCKVILLE, Ont., Feb. 28 -The death roll in the Mallorytown collision on the Canadian National Railway early yesterday morning mounted to four last night when Albert Boyes, of Belleville, engineer on passenger train No. 20, which crashed into a freight train, died at the General Hospital of his injuries. From the first it was realized that there was no hope for his recovery.

It developed at the inquest, which was opened at Mallorytown, that to remove the body of Engineer Woodcock from the cab of his locomotive it was necessary to remove the legs from the body. Heroic deeds were performed in removing the bodies of the men from the debris and great credit is given to Egbert Mallory, of Mallorytown, for his valor in releasing Engineer Boyes from the cab of his engine. In spite of the terrible burns which he received, Boyes never lost consciousness and directed Mallory in the work of rescue. So intense was the heat that Mallory was obliged to discard articles of clothing one by one until he worked clad only in his trousers. The clothing which he removed he saturated in water, carried by assistants, and wrapping it about the imprisoned man, kept him from perishing in the flames sustaining painful burns himself while doing so.

## ACCIDENTAL DEATH.

(Special to The Citizen.)

BROCKVILLE, Feb., 28. A verdict of accidental death was returned here today at an inquest into the deaths of the late William Kerrigan and Albert J. Boyes, who died at a local hospital from injuries received early Wednesday morning in a collision between a C. N. R. freight train and C. N. R. passenger train No. 20 at Mallorytown. An inquest into the deaths of the engine crew of the passenger train will be resumed on Wednesday next. Egbert Mallory of Mallorytown is given great praise by residents of that place for his efforts in releasing Engineer Boyes from his wrecked engine with fire raging on the mail car of the passenger train close by them.

06/03/1924 *Ottawa Citizen**Kingston (CN)**Mallorytown*

Inquest on wreck victims adjourned

BROCKVILLE, Ont., March The coroner's inquest was resumed here tonight into the deaths of Engineer Woodcock and Fireman Ritchie, two of the engine crew who, along with two companions, all of Belleville, lost their lives in the collision on the C.N. R. at Mallorytown last Wednesday. After considerable evidence, the hearing was again adjourned.

Only by means of observing signals set at Mallorytown could the engineer of train number 20, the passenger train, have been aware of the crippled freight train in its path, it was stated by E. O. Keeler, train despatcher on duty at Belleville. Nothing but clearance orders were issued to this train from the time it left Belleville, and merely a verbal order was communicated to the operator at Mallorytown to be given to number 20 in order that it might be switched to the opposite track. The Mallorytown operator had notified him that the freight train was fully protected by order board, semaphore and flagman, and although witness knew of the existence of fog, he took no extra precaution because he expected that the main line would be clear before number 20 reached Mallorytown. Reliance was placed wholly upon the ability of the engineer and fireman on the train to observe the signals, and no other precaution was taken.

06/03/1924 *Kemptville Weekly Advance* *Kingston (CN)**Mallorytown*

## C.N.R. WRECK AT MALLORYTOWN

Belleville Enginemen Perish in Worst Disaster in Anals of Railroadng In This Vicinity

Brockville, Feb 28. Travelling at high rate of speed through a heavy fog on its eastward flight from Toronto to Montreal, Canadian National passenger train No. 20 met in collision with a freight train at a point immediately to the east of the public crossing at Mallorytown shortly after four yesterday morning. The accident, the worst ever to occur in connection with a railroad in this vicinity, took a toll of three lives, all concerned being employees of the railway, and injuring a fourth so gravely that his death is hourly expected..

The dead are :

Neil A. Woodcock, Belleville, locomotive engineer.

James A. Ritchie, Belleville, locomotive fireman.

William C. Kerigan, Belleville, locomotive fireman.

In the General Hospital here, terribly burned and with his life despaired of, is Albert Boyes, of Belleville, engineer on train No. 20.

The accident is attributed to heavy fog and to failure on the part of Engineer Boyes, at the throttle of locomotive No. 5294, hauling No. 20, to observe signals which are declared to have been placed to protect the movement of the freight train.

## Freight Train Was Stalled

The freight train concerned in the collision was No. 490, an eastbound manifest train, en route from Belleville to Brockville. It was in charge of Conductor Adam Lackie, 62 Beecher street, with Frank Moore, 71 Perth street, and L. E. Savage, Devonshire Apartments, as brakemen. Earlier in the night one of the cars belonging to this train had broken a truck and its progress was stayed until repairs could be effected. It was consequently stalled at a point between Mallorytown and Lyn. In order that the rear section of this train might be moved to Mallorytown and the line cleared, engine 3501, originally hauling an eastbound extra freight train and in charge of Engineer Woodcock, with William C. Kerrigan as firemen, was attached to the rear end, together with another engine despatched from Brockville and in charge of Engineer Frank E. Stagg, 357 King street west, with W. D. Carlisle, George street, as fireman. When Mallorytown was approached, Engineer Stagg's locomotive was cut off in order that it might be attached to the head end of the train, and Engineer Woodcock's locomotive, tender first, was left on the train. A moment after Engineer Stagg took the switch, No. 20, running behind schedule time and travelling at a high rate of speed passed Mallorytown station and piled into the engine and cars. The passenger train was in charge of Conductor J. Beckstead, of Montreal. Albert Boyes, Belleville, was engineer, and James A. Ritchie, Belleville, fireman. The force of the impact drove No. 5294 into and on top of the tender of No. 3501 and piled the storage baggage car directly in its rear on top of the wreckage. Four cars on the freight train were also derailed and damaged .

## Engineer Instantly [sic] Killed

Pinned in his seat, Engineer Woodcock was apparently instantly killed. Fireman Kerrigan was able to jump, but not before he had sustained injuries which later proved fatal. In the engine of the passenger train Fireman Ritchie was burned to death and it was not until five hours after the accident that it was found possible to remove his body. Engineer Boyes was also caught by his arm, which was burned almost to a crisp, but by great effort it was found possible to release him from his imprisonment.

Fire starting from one of the engines soon ignited the storage baggage car, with its contents of mail in transit from Toronto to eastbound points and added to the trials of those engaged in an effort to free the injured enginemen or to clear the line. In this car there was no baggageman in charge, and Isaac McNeill, 108 Buell street, baggageman on duty in the second car, escaped without a scratch.

The full shock of the collision appears to have been borne by the storage baggage car with the result that none of the passenger coaches suffered serious mishap. Some of those in the sleeping cars were, indeed, said to have been unaware of the accident until morning dawned.

## The Work of Rescue

Trainmen immediately commenced the work of rescue of their comrades and Dr. E. S. Bissell, Mallorytown, was summoned. At the same time a relief train, manned by three physicians and six nurses, was despatched from Brockville. This train carried Dr. T. F. Robertson, Dr. A. H. Judson, Dr. E. J. F. Williams and the Misses Hamilton. Drummond and Spence, of the General Hospital staff, and the Misses Dillabough, Johnston and Maloney, private nurses. The relief train, bearing the two injured enginemen, reached here on its return at 7 o'clock and they were taken to the General Hospital. At 10.15 o'clock Kerrigan succumbed to the terrible injuries to his chest and back, Boyes, badly burned, is expected to die hourly. News of the disaster spread rapidly through the adjoining section and many residents took part in the work of rescue. On account of the fire it was not possible to approach the wreck for some length of time and not until noon was one of the tracks cleared and traffic resumed. In the meantime passengers on trains Nos. 20 and 16 had been held at the scene of the wreck and upon the arrival of these trains here they were fed. The departure of westbound passenger train No. 27 was also delayed until noon.

Dr. W. Fred Jackson, senior coroner, accompanied by Chief of Police Burke and County Crown Attorney M. M. Brown, left at noon for Mallorytown, where an inquest was opened. It is expected that, in view of the deaths of the enginmen concerned. it will be exceedingly difficult to ascertain if the signals were observed or not.

## FIND FATAL WRECK LARGELY DUE TO FOG

Greater Precautions Needed, Says Jury Investigating Mallorytown Accident.

BROCKVILLE. Ont., March 14. The coroner's jury investigating the cause of the recent fatal wreck on the C.N.R., near Mallorytown, at 12.30 this morning, returned a verdict that death of the victims was accidental, largely through the extraordinary condition of the weather. In view of this, in addition to a disabled freight train blocking the track ahead of No. 20, greater precautions for the safety of the lives involved should have been taken by those in positions of responsibility, it was stated in a rider.

Got No Signals.

"I didn't get any signals," was the statement of Albert J. Boyes, engineer on the ill-fated number twenty C.N.R. passenger train that collided with freight train No. 430 at Mallorytown early on the morning of February 27, to Dr. E. S. Bissell, of Mallorytown, shortly after he had been released from his engine, and who later succumbed to his injuries in hospital here. Others who lost their lives in the mishap were Neil Woodcock and W. C. Kerrigan, engineer and fireman of the freight train, and James D. Ritchie, who was fireman on the passenger engine with Boyes.

K. O. Keeler, of Belleville, despatcher on duty, was recalled, and said that train No. 20 had made up five minutes' time between Gananoque Junction and Mallorytown, travelling at an average speed of more than a mile a minute. If Engineer Boyes had been unable to see the signals, he should in any case have stopped, he stated.

James A. Beckstead, of Montreal, conductor of the twenty, learned at Belleville of the derailment of the freight train at Mallorytown, and he advised Engineer Boyes of this condition, with the further statement that it was expected the line would be clear in time. He received the same information from the operator at Kingston Junction. He heard no torpedoes explode, saw no flare, and the first intimation he had of anything wrong was when the collision occurred.

All of the witnesses agreed that a heavy fog prevailed on the morning in question.

Not one of the numerous railwaymen examined either heard torpedoes exploding or saw flares burning.

27/06/1924 *Morrisburg Leader*

Kingston (CN)

Cardinal

As a bridge and building gang employed by Canadian National Railways was returning on Friday evening from work on a bridge west of Cardinal, their hand-car was struck and demolished by the second section of train No. 14, a special train running from Chicago to Montreal, about 80 rods west of Cardinal. Those on the car, J. Campbell, foreman, Morrisburg; Michael Cosciff, Albert Bonsteel and Charles Mates of Brockville, succeeded in escaping without injury.

07/07/1924 *Ottawa Citizen*

Kingston (CN)

Prescott

Killed at Crossing.

PRESCOTT, Ont., July. Michael Manion, about 30 years of age, lock-master at the Cardinal locks was instantly killed last night when struck by a Canadian National freight train. He was returning from Prescott driving a horse and buggy and in crossing the track at Rooneys crossing about three miles east of Prescott on the Prescott-Ottawa highway the buggy was struck and it is presumed that Manion was instantly killed. He was unmarried and a veteran of the Great War.

11/07/1924 *Eastern Ontario Review*

Kingston (CN)

Kingston

New engine arrives

Locomotives of the 6,000 mountain type class, built at Kingston for the Canadian National Railways are being delivered every second day on trial trips. The latest of the series to appear is No. 6018, equipped with the very latest improvements. Some of these locomotives are destined for service on the Atlantic Region of the National lines.

11/07/1924 *Morrisburg Leader*

Kingston (CN)

Cardinal

Lockmaster Killed By Train

Michael Manion, about 30 years of age lockmaster at the Cardinal Locks was instantly killed at 10 o'clock Monday night, when struck by a Canadian National freight train. He was returning from Prescott, driving a horse and buggy, and, in crossing the tracks at Rooney's Crossing on the Prescott-Ottawa Highway the buggy was struck and it is presumed Mr. Manion was instantly killed. He was unmarried. No trace has yet been found of the horse.

18/07/1924 *Morrisburg Leader*

Kingston (CN)

Aultsville

Section Man Killed By Train

Mr. Zenas Donnally, aged 51, married, a section man, whose home is in Farrans Point, was killed instantly, when struck by the fast train near Aultsville, about 11 o'clock Thursday morning.

It appears that Donnally was walking on the track, a short distance behind the section gang and did not hear the approaching train. His remains were conveyed to his home in Farrans Point.

19/09/1924 *Morrisburg Leader*

Kingston (CN)

Prescott

Cyrus McLean, 40 years of age, was seriously injured on Tuesday at the Canadian National Railway station, Prescott. One of the heavy trunks slipped and fell on him, causing such terrible injuries that slight hopes are entertained for his recovery.

02/04/1925 *Kemptville Weekly Advance*

Kingston (CN)

Cardinal

## KEEN INTEREST IN LIVE STOCK TRAIN AT CARDINAL

Officials on the Better Live Stock Train at Cardinal on Friday morning, March 27th, estimated the crowd at about 650 adults and 1,000 children.

Keen interest was shown by the farmers who visited the train. The poultry car was especially well patronized by the ladies and the lecture cars were well filled during lecture hours.

The display carried on the train is an improvement over that of former years. There are thirteen cars showing the best in live stock and the most modern methods in farming. Information is available from the attendants and from posters and bulletins on display. The train will again touch Grenville at Merickville, Thursday, April 2nd in the afternoon, and at Kemptville, Friday, April 3rd, in the morning.

03/04/1925 *Morrisburg Leader*

Kingston (CN)

Morrisburg

Our little hamlet was well represented at the stock train which went through Morrisburg Friday. All came home much benefitted from what they saw and learned.

16/10/1925 *Morrisburg Leader*

Kingston (CN)

Mr. J. F. Crobar Killed at Railway Crossing

Mr. James Crobar, aged 54 years, was fatally injured when struck by a freight train at the "Flag" crossing on Thursday at 6.30 a.m.

Mr. Crobar left his home in Matilda, shortly after 6 o'clock, and was driving to his work, on the roads at the Head of the Canal. When he reached Flags crossing, you noticed a freight train approaching, and just ahead of him was a herd of cows, through which he was unable to make his way before the train reached the crossing. The buggy in which he was riding was destroyed, and Mr. Crobar received internal injuries and a broken leg. The horse having reached just over the rails was not injured. The train came to a stop, and a member of the crew took charge of the injured man awaiting the arrival of the local express, which was flagged, and Mr. Crobar was removed to the Cornwall General Hospital. He died half an hour after entering the hospital but was conscious until death.

## IROQUOIS MAN KILLED RUN OVER BY FREIGHT

Iroquois, Ont, Oct 15 Mr. James Crobar was run over and fatally hurt by a westbound freight train between six and seven o'clock this morning at a level crossing on the gravel road at Morrisburg.

Mr. Crobar was on his way to work being employed at the work now going on on the highway a little west of of Morrisburg. The train immediately stopped and brought the injured man to the station at Morrisburg, where Dr. J. J. Mulloy, of that town, also coroner, who rendered first aid, took him to Hotel Dieu hospital, Cornwall. He died as he was being taken into the hospital.

26/10/1925 *Ottawa Citizen*

Kingston (CN)

Kingston

## CONDUCTOR KILLED BY FALL OFF TRAIN

KINGSTON, Oct. 26. John Doyle, conductor on the Canadian National Railway and a resident of this city, was killed at Kingston Junction shortly before midnight last night, when he fell off a train. He had been engaged on the railway for many years and was widely known. He is survived by his wife and family. Coroner Dr. R. J. Gardiner will open an inquest tonight.

07/12/1925 *Ottawa Citizen*

Kingston (CN)

Coteau

## FREIGHT TRAINS IN CRASH NEAR COTEAU MONTREAL.

Dec. 6. Three Canadian National Railway freight trains crashed into each other just west of the Coteau station early this morning and the passenger trains from Toronto to Montreal were delayed nine hours. Two employees suffered slight bruises.

07/12/1925 *Montreal Gazette*

Kingston (CN)

Coteau

## TRIPLE COLLISION

Freight Trains Derailed at Coteau Station

Three C.N.R. freight trains crashed, into each other just west of the Coteau station at 4 o'clock yesterday morning, and as a result passenger trains from Toronto to Montreal were delayed four hours. Two employees suffered slight bruises in the wreck.

The wreck occurred through the derailment of the engine of a west bound train. Before warnings could be given, a second train crashed into the first one and some of the wreckage protruded over the eastbound track. Before it could be cleared or signals set, a freight train eastbound crashed into the double wreckage.

Regular trains coming to Montreal were held up as a consequence and arrangements were made by the company officials to give breakfast to the passengers of the trains at the Cornwall station lunch room. Finally one track was cleared and the trains were sent over this. Yesterday afternoon all the wreckage had been remove.

Many of the passengers, on the Toronto trains were coming to Montreal to take trains for eastern points, where they were to take ships for overseas, and some of them missed the connection.

07/12/1925 *Windsor Star*

Kingston (CN)

Coteau

3 TRAINS CRASH MONTREAL, Dec. 7 Three Canadian National Railway freight trains crashed into each other just west of the Coteau station early this morning, and the passenger trains from Toronto to Montreal were de-layed nine hours. Two employees suffered slight bruises.

11/12/1925 *Eastern Ontario Review*

Kingston (CN)

Brockville

## Railway Clerk Takes Own Life

A despatch from Brockville says:

When Mr. C. Dunn, city ticket agent of the Canadian National Railways, turned the key in the door of the office on Friday morning he was startled to hear the report of a shot and on investigation he discovered Edward J. Nute, aged 25, a clerk in the office lying in a dying condition upon an old coat spread on the floor in the rear section.

Nute had a revolver in his hand. There was a wound in the rear of his right temple and he died almost immediately. Nute had been in the employ of the Canadian National Railways for many years. He left no explanation. He had been absent from Brockville since Saturday night and returned early Friday morning. Coroner Dr. W.E. Harding investigated and decided an inquest was unnecessary.

18/12/1925 *Eastern Ontario Review*

Kingston (CN)

Coteau

## Triple Wreck at Coteau Station

Fireman William Miller had his right hip injured, and passengers hastening home for Christmas missed the train that was due to take them to the seaboard, due to a double collision which took place west of Coteau at 4 o'clock Sunday morning (13 December)

The trouble began when a freight westbound had its engine deraile. [sic]. A second train crashed into the first before warnings could be given of what had taken place. The wreckage protruded over the eastbound track, and before the latter cleared and signals set, an eastbound freight crashed into the double wreckage.

The state of the track was such that the train coming from Toronto to Montreal was delayed four hours. Passengers were provided with breakfast at Cornwall - Montreal Star

29/03/1926 *Ottawa Journal*

Kingston (CN)

Kingston

## EIGHTY CONVICTS CHANGE QUARTERS

5 O'Clock C.P. Despatch

KINGSTON, Ont, March 29.- In charge of 16 guards, 80 convicts of Portsmouth penitentiary this afternoon were placed in three prison cars with barred windows and specially built doors and were transported to the penitentiary at Stoney Mountain, Manitoba, which will be their future home for some time at least. The transfer is being made to relieve congestion at the Portsmouth institution.

30/03/1926 *Montreal Gazette*

Kingston (CN)

Kingston

## SPECIAL CONVICT TRAIN

Party of Eighty Leave Kingston for Manitoba Kingston,

March 29. Eighty convicts of Portsmouth penitentiary left here today on a special convict train for Stoney Mountain penitentiary, Man., where they will complete their terms. The prisoners are being transported under the direction of the Department of Justice at Ottawa with Inspector Jackson of the department in charge.

Elaborate precautions were taken to guard against escape when the men were being brought from the penitentiary to the train today. The roads leading to the train were heavily guarded.

The convict train is specially constructed and consists of two convict cars, a combination baggage and commissariat car and an officers car. The baggage car is at the front of the train and the officers' car is at the rear. The windows and doors on all the cars, with the exception of the officers' car, are locked and covered with steel bars.

An electric alarm system has been installed, so that an alarm rings in the officers' car if any attempt is made to tamper with the doors or windows.

There is a raised platform at each end of the convict cars for the guards. Several guards from Ste. Vincent de Paul penitentiary were brought to help guard the prisoners while they were being moved from the penitentiary to the train.

To Stony Mountain

Kingston, Ont., March 30. Ex-Constable Charles Graham, of Ottawa, serving a term for robbery, was among the eighty convicts transferred from the Portsmouth penitentiary to the Stony Mountain penitentiary in Manitoba yesterday.

31/03/1926 *Winnipeg Tribune*

Kingston (CN)

#### CONVICT TRAIN FROM KINGSTON REACHES CITY

Contained 80 Long-Term Prisoners Transferred To Stony Mountain

In charge of Inspector Jackson, of the federal department of justice, 80 convicts from Portsmouth penitentiary, Kingston, Ont., arrived at Stony Mountain penitentiary by special train today.

They were transferred to the penitentiary there. The train on which they travelled consisted of two convict cars, a combination baggage and commissariat car, and an officers' car.

With the exception of the officers' car, doors of all other cars were locked and windows protected with steel bars. An electric alarm system was installed to register any attempt to tamper with doors or windows. At the end of each car on a raised platform a guard was posted.

16 Officers In Charge

The train was in charge of 16 officers. It left Kingston at 8.35 o'clock Monday afternoon and made the trip to Winnipeg without mishap. Coming in by the Canadian National Railways, it was transferred by the Paddington switch to the Canadian Pacific line.

Col. Meighen, governor of Stony Mountain penitentiary, met the train at Winnipeg. The 80 new members of the Stony Mountain population will bring the total up to 300 at that place.

Besides Col. Meighen several officers stepped to the platform as the train awaited dispatch orders. An armed guard stood at the door of the car. Chief Detective George Smith was on the platform, as well as the Canadian Pacific Railway constables.

02/04/1926 *Morrisburg Leader*

Kingston (CN)

Eighty convicts of Portsmouth Penitentiary left Kingston on a special convict train for Stony Mountain Penitentiary, Manitoba, where they will complete their terms. The prisoners are being transported under the direction of the Department of Justice at Ottawa.

13/05/1926 *Kemptville Weekly Advance*

Kingston (CN)

Iroquois

#### GIRL MILL EMPLOYEE KILLED AT IROQUOIS

Brockville, Ont, May 11. Miss Lillian Stephenson, aged 17, employed in a linen mill at Iroquois, was instantly killed at noon to-day when she was struck by the International Limited of the Canadian National Railways while on her way home to dinner with two other girls, she stood at a level crossing awaiting the passage of a freight train and then stepped in front of the passenger train, travelling in the opposite direction. The two others endeavored to warn her of the danger but failed. Miss Stephenson was the only daughter of Gifford Stephenson, of Domville, Ont. Coroner Dr. E. H. Marcellos has opened an inquest

14/05/1926 *Ottawa Citizen*

Kingston (CN)

Cornwall

#### MAN KILLED BY TRAIN AT CORNWALL CROSSING

Wm. Tanney Failed To Notice Second Train.

CORNWALL, Ont. May 13. William Tanney, a native of Iroquois, aged between sixty-five and seventy, an inmate of the House of Refuge, located just north of the Canadian National station here, was instantly killed this evening at 7 o'clock when he was struck by the Moccasin train from Montreal. The old man, who had been in the House of Refuge for the past three years, had strayed away from the institution after tea and went over toward the track, having a great curiosity for trains. At the time of the accident an eastbound freight train had just pulled out of the Cornwall station, and the supposition is that he did not see the Moccasin approaching and stepped in front of it. An inquest will be held.

14/05/1926 *Morrisburg Leader*

Kingston (CN)

Iroquois

#### Girl Killed By Fast Train

Miss Lillian Stephenson, aged 18, was struck and killed on May 11th by the International Limited, going west at the Wilson Crossing, Iroquois.

Miss Stephenson, with her cousin, Miss Ethel Perria, and Mrs Maude Hutt, all employed in the Caldwell Linen Mills, Lts., was going home to dinner. A freight train at the crossing delayed them and prevented them hearing the whistle of the west bound train. Stepping on the track immediately the freight train had passed, Miss Stephenson started across. The others had time to see the onrushing train and stop. Miss Stephenson was the only surviving daughter of Mr. and Mrs. Fred Stephenson of Domville. She had lived in Iroquois for two or three years. Dr. E.H. Marcellus, Coroner, ordered an inquest.

17/06/1926 *Ottawa Citizen*

Kingston (CN)

Lancaster

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

18/06/1926 *Morrisburg Leader*

Kingston (CN)

Lancaster

#### Fatal accident at Lancaster

A fatal accident occurred at a level crossing at Lancaster, June 16, resulting in the death of George Duvall, the well-known marbleworks dealer of Alexandria and the injury of his companion, William Hamelin, also of Alexandria, and the complete demolishing of the auto truck in which they were driving.

From information received the two men had been across the river doing some monument work, and on their way home to Alexandria, when the truck was struck by a way freight going west on the C. N. R. track at the level crossing in the village.

Mr. Duveal was instantly killed, and Mr. Hamelin was badly bruised in several parts of the body, and had his right arm broken in several places.

16/07/1926 *Morrisburg Leader*

Kingston (CN)

Lancaster

#### Open verdict

The inquest into the death of Geo. Duval, who was accidentally killed at the Canadian National Railway crossing at Lancaster on June 16th, was held at the public library, Lancaster on Friday last before Dr. C. A. Stewart, coroner. The witnesses included the conductor and brakeman on the freight train which struck Mr. Duvall's truck, James A. McDonald and Henry Sauve of Lancaster, who witnesses the accident, William Hamlin, who was in the truck when it was struck, and who was badly injured and James D. Wightman. The evidence was to the effect that the train was travelling at a rate of from 12 to 15 miles per hour, the train bell and crossing bell were ringing, and that the ill-fated truck had on it some tools which might possibly have prevented Mr. Duvall or Mr. Hamlin from hearing the bells. The verdict of the jury was as follows: "We find that George Duvall came to his death accidentally, June 16th, 1926, by being struck by a way freight at the Canadian National Railway crossing at Lancaster. In view of the fact that there have been many fatal accidents already and others injured (at this crossing) a dangerous crossing at all hours of the day and night, tracks running as they do through the centre of the village, and view obstructed on all sides by stores and other buildings, and the leading county provincial highway of Glengarry County, which carries over 75 per cent. of the traffic north and south, and continually increasing, we therefore recommend that for the protection of life and property the Board of Railway Commissioners be petitioned to have properly manned automatic gates placed at the crossing, or other safeguard which would protect the public."

**PRESCOTT RESIDENT IS KILLED ON RAILWAY**

Danial Mills Knocked Down by Shooting Esqtsa. Brockville. Ont., Oct 10. Daniel Mills, an elderly Prescott resident, got in the way of a C.N.R. shunting engine from Brockville at Maitland last night and his legs were severed. He died in the General hospital here six hours later. His widow and a grown-up family survive

21/01/1927 *Morrisburg Leader*

Kingston (CN)

Cornwall

Six cars of an Eastbound freight train on the Canadian National Railways were wrecked about three miles west of Cornwall at 4 o'clock Sunday morning. The accident is supposed to have been caused by a broken journal. Both the East and West tracks were blocked and the wrecking crew was summoned from Brockville and had the East track clear for traffic at 11 a.m., and the West track was ready by evening. Passengers on the early morning trains going East to Montreal and other points were taken care of by officials of the company and were well pleased with the manner in which they were looked after, suffering no inconvenience beyond the delay occasioned. The wrecked cars contained dressed meats. The damage to rolling stock was not great. None of the train crew was injured.

25/02/1927 *Morrisburg Leader*

Kingston (CN)

Brockville

**BROCKVILLE MAN IS CRUSHED TO DEATH IN C.N.R. YARDS**

Arthur Kennedy Branley, well known and esteemed young resident of Brockville passed away at the General Hospital, between 9 and 10 o'clock Wednesday morning from shock of injuries sustained in the Manitoba yards of the Canadian national Railways about three hours previous. He was engaged in moving some freight cars with J.A. Woodstock, and when about to make a coupling on a moving car he slipped on the roadbed, which was icy after a light rain, and went under the wheels. His right arm and right leg were severed close to the body and he was internally injured.

12/07/1927 *Ottawa Journal*

Kingston (CN)

Kingston

**HAD A TRAIN RIDE LIKE A MOVIE THRILLER**

Expected to meet death but escaped.

Kingston, Ont., July 11th. - forced to endure a drive of 12 miles, when every minute he expected to be thrown to the ground and probably instantly killed, W. C. Hodgins, young Kingston, barrister, had a most remarkable experience Saturday.

Mr. Hodgins had to catch a train to go to Napanee, and on arriving at the outer station he found the train was just pulling out. He made a run for it, and succeeded in grabbing hold. The train was fast gathering speed, and Mr. Hodgins discovered that the door was closed, and he could not get inside. There he was left standing, with only a few inches of space on which to place his feet, and his body pressed close to the closed-door, while the train speeded along on its Journey, the crew entirely oblivious of the fact that a would-be passenger was hanging on for dear life outside.

Mr. Hodgins was able to use one hand to pound on the door, but the sound could not be heard within, and he was forced to cling to his perilous position until the train stopped at Ernestown.

09/09/1927 *Ottawa Journal*

Kingston (CN)

Lansdowne

**TRAIN DERAILED BY A SPLIT RAIL**

BELLEVILLE. Ont.. Sent. - Believed to have been caused by a split rail, Canadian National Railway 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 complete the journey to Toronto..

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.

24/09/1927 *Ottawa Citizen*

Kingston (CN)

Cornwall

**KILLED TRYING TO JUMP FREIGHT TRAIN**

Arthur Powney, of Cornwall, Fell Under Wheels

CORNWALL, Ont, Sept. 23. A young life was cut short here this evening when Arthur Powney, aged nineteen years, son of Arthur Powney, of Fifth street west, died in the general hospital from the effects of injuries received when he failed to connect with a freight train on the Canadian National Railways, and missed his hold and was run over by the wheels.

The boy had been out bicycle riding, but took his wheel home, telling his mother he was going to Mornsbury on the bus, but went to a bush west of the town along the line of the railway and told two boys named Lalonde and Berow, he was going to jump a train and go West.

Later the boys found his body on the track and had Bert Jardine's ambulance telephoned for. Young Powney was still conscious and talked with the ambulance attendants on the way to the hospital, giving them his name and address. A couple of hours later he passed away.

Dr. C. A. Stewart, coroner, was notified and will hold an inquest.

26/09/1927 *Ottawa Citizen*

Kingston (CN)

Lancaster

On Saturday, Emile Rozon, a water boy for a construction gang on the C.N.R. at Lancaster, was struck by a train and had his right leg severed below the knee and his skull fractured and died a couple of hours after reaching the Hotel Dieu Hospital here. He was not quite seventeen years of age and was a son of Paul Rozon, of St. Lazare, Que., to which place the body was taken today for interment after being prepared at Bert Jardine's undertaking establishment. Rozon leaves his parents, five brother and five sisters. He was the oldest of the children.

30/09/1927 *Morrisburg Leader*

Kingston (CN)

Cornwall

An attempt to steal a ride on a freight train cost 19-year-old Arthur Powney his life at Cornwall on Sept. 23rd. Waiting in a bush by the side of the railway tracks, the youth dashed out as the freight raced by, and attempted to take hold of an iron step. He misjudged the distance, however, and fell under the wheels of the train. Two hours later he died..

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Arthur Powney had his legs severed when he tried to board a freight train and died in the General Hospital.

30/09/1927 *Morrisburg Leader*

Kingston (CN)

Lancaster

Emile Rozon, a water boy for a construction gang on the C.N.R. at Lancaster, was struck by a train and had his right leg severed below the knee and his skull fractured and died a couple of hours after reaching the Hotel Dieu Hospital. He was not quite seventeen years of age and was a son of Paul Rozon of St. Lazare, Que.

Is another victim of level crossing

Train crashes into motor car on tracks.

Cornwall. Oct. 17 - James Brennan, 22, a son of Robert Brennan, of Summerstown, met an untimely death at Summerstown station when he was instantly killed by the fast express which runs between Toronto and Montreal on the Canadian National Railway.

Brennan and John Montroy had been to Williamstown in Montroy's car and after they rounded a turn in the road before crossing the tracks, Montroy stopped the car, as a freight train had been cut at the crossing to allow traffic to pass. They remarked to one another that the crossing was clear and Montroy drove ahead. When they got on the track the fast express was almost on them and while the brakes were at once put on, there was not sufficient time in which to stop the auto, and it ran into the side of the engine. Brennan was killed outright. His right arm was severed from the body his neck broken and there was a bad gash in the back of his head and a hole under his jaw-bone. Montroy miraculously escaped with scarcely a scratch, but the auto was badly damaged.

The train was stopped, but as nothing could be done, it proceeded on its way. Word was sent to Cornwall and Bert Jardine's ambulance went to the scene and conveyed the remains of the unfortunate man to Cornwall to be prepared for burial. Dr. C. A. Stewart, corner of Cornwall, was notified and will hold an inquest. This is the second member of the family to meet an untimely death on the railroad, as in May, 1916, Joseph Brennan, a brother of the present victim was killed by the Moccasin train about a mile and a half west of where this accident occurred, at a point known as Grant Crossing, while walking across the tracks.

20/10/1927 *Winchester Press*

Kingston (CN)

Summerstown

Fatal Accident

A fatal collision between an auto and train occurred at the Canadian National Railway crossing at Summerstown, east of Cornwall, which resulted in James Brennan, aged 22, losing his life. Brennan, with a friend, James Montroy, were returning to Summerstown from Williamstown, and halted the car at the crossing till a freight train had been uncoupled to allow traffic to go by. This being done the car started across and was hit by the eastbound Toronto-Montreal express.

Montroy endeavoured to stop his car but ran into the side of the engine. Brennan was instantly killed, his right arm being severed from the body, his neck broken, as well as injuries about the head. Montroy escaped without a scratch,

07/12/1927 *Ottawa Journal*

Kingston (CN)

Prescott

Instantly killed when hit by train

James Patterson was walking along railway tracks.

Prescott, December. 7. - struck by a westbound train as he was walking along the Canadian National Railway tracks a half-mile west of Prescott, James Patterson, aged 63 years, a well-known resident of the Prescott district for many years and a former railway sectionman, was instantly killed late Monday night or early Tuesday morning. Mr Patterson's terribly mangled body was discovered on the tracks early Tuesday morning by William Easter, a railways sectionman, who was making his patrol.

More

11/05/1928 *Morrisburg Leader*

Kingston (CN)

Grant Bros. of Ottawa have the contract for re-surfacing 10 miles of the Provincial Highway, extending from the boundary line between the townships of Williamsburg and Osnabrock to the Cornwall-Osnabrock boundary line. They are busy putting in a railway switch to bring in their material to where it will be convenient. They have a large staff of men at work.

06/07/1928 *Ottawa Journal*

Kingston (CN)

Cardinal

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.

14/08/1928 *Ottawa Journal*

Kingston (CN)

Aultsville

Crashed into freight train on the siding

Crack International Limited figures in accident at Aultsville

Passengers all escaped injury

5 O'clock despatch

Brockville Ont. August 14th. The International Limited, crack Canadian National Train, en route from Montreal to Chicago, was derailed at noon today at Aultsville Station when, it is asserted in reports from that place, it struck an open crossover switch and piled into the middle of a freight train standing on the east bound track.

Cars attached to the freight train were, in turn, thrown against a string of boarding cars which was stationed on a siding, the result being that both tracks of the main line with blocked.

Details of the wreck of available here are still fragmentary, but all reports agree that no person on the train met with injury.

Official Statement

Montreal, Que., Aug. 14

The following statement was given out by Canadian National Railway headquarters here today:

"Train No. 15, the International Limited, which left Montreal for Chicago at 10 a.m. today, side-swiped a freight train at a crossover switch at Aultsville at 11:45 a.m. Complete information was lacking, but apparently the freight was taking a siding and had not quite cleared the main track when hit.

Routed through Ottawa.

The locomotive and baggage car of train number 15 and four cars of the freight were derailed. No person was injured. Passengers were transferred around the derailment and trains detoured via Napanee and Ottawa. Wrecking Crews were ordered out and the track will be clear late this afternoon or early this evening.

TRAM [sic] HITS OPEN SWITCH

No injuries reported - both tracks are blocked.

Brockville, August 14th. - the International Limited, crack Canadian National Train, en route from Montreal to Chicago, was derailed at noon today at Aultsville Station, when, it is asserted in reports from that place, it struck an open cross-over switch and piled into the middle of a freight train standing on the eastbound track. Cars attached to the freight train where, in turn, thrown against a string of boarding cars which was stationed on a siding, the result being that both tracks of the main line with blocked.

Details of the wreck available here are still fragmentary, but all reports agree that no person on either train met with injury.

17/08/1928 *Morrisburg Leader*

Kingston (CN)

Aultsville

Trains Met at Crossover

Through traffic over the main line of the Canadian National was resumed Tuesday night after employees of the system had build a new line of track around the scene of the wreck at Aultsville where at noon Tuesday passenger train no. 16 (the International Limited) side-swiped east-bound fast freight train no. 494, en route from Brockville to Montreal, as it was taking a cross-over switch, the locomotive and the baggage car of the Limited being derailed, as well as four cars attached to the freight. No person was injured.

According to reports this accident was caused originally through the action of a motoring party passing directly in front of the freight train as it was taking to the eastbound track at Aultsville to permit the passage of the Limited over the single-track which is being operated between Morrisburg and that point while rock ballasting operations are in progress. The engineer at the throttle of the engine hauling the freight train, applied the emergency brakes, to avoid striking the automobile, and after having done so, found difficulty in lifting his heavy train of 93 loaded cars. In the meantime the International Limited, westbound, approached and the operator stationed at the cross-over switch is said to have given engineer James Talbot, of Montreal, the signal to proceed in the belief that the freight would clear the switch. This operation was completed save for four cars of the train with which the Limited travelling at a slow rate of speed, collided, throwing the heavy locomotive across both tracks and also derailling the baggage car. Four cars of the freight train also left the rails and piled up in a spill serious enough to tie up traffic for some hours.

08/10/1928 *Ottawa Journal*

Kingston (CN)

Maitland

An unknown man killed on track

Brockville, Ont., Oct. 8. - an inquest opened by Dr. C. A. McPherson, coroner, Prescott, on the body of an unknown man who was struck and killed on Saturday by the westbound International Limited, of the Canadian National Railways, near Maitland station, was adjourned until Thursday when the evidence of members of the train crew will be given.

The train was travelling at a speed of 60 miles an hour when the man was observed beside the track. Engineer W. H. Wheatley, Montreal, sounded warning blasts of the whistle, but the men stepped directly in front of the train and was struck and thrown into the ditch, every bone in his arms and legs being broken.

There were no papers on the body by which he might be identified, and burial is to be made by the township of Augusta. The man was from 35 to 40 years of age, had black hair and several days growth of beard.

16/11/1928 *Morrisburg Leader*

Kingston (CN)

Lancaster

Man Killed at Lancaster Crossing

Aldrich Leroux, 22, driver of a bread delivery van for J. Caron of Lancaster, was instantly killed at 1.55 o'clock Wednesday afternoon when the truck in which he was driving was struck and demolished by the Inter City, Limited on the C.N.R. level crossing at Lancaster. Leroux was driving south across the tracks and obviously failed to notice the approach of the fast train from the east, despite the fact that the warning bells were ringing at the crossing. The wrecked truck was hurled some distance by the impact and Leroux was quite dead when his body was extracted from the cab. An inquest has been ordered for Friday, November 16th, at two o'clock.

The trial is covered in the Morrisburg Leader for 22 November 1929

23/11/1928 *Morrisburg Leader*

Kingston (CN)

Lancaster

The inquest into the death of Ulrich Leroux, who lost his life on Wednesday last when his truck was hit by the Inter-City Ltd, at Lancaster crossing, was held in the Public Library in that village on Friday afternoon last, Dr. C .A. Stewart, of Cornwall, Coroner, presiding. After hearing the evidence the jury brought in the following verdict: "We the jurors considering the the evidence, find that Ulrich Leroux came to his death on Wed., Nov. 14th, by being struck by C.N.R. train No. 35 on the Lancaster crossing. The jury attach no blame to the engineer and fireman, but consider that further protection should be given the crossing at a time when there is another train in the yard, especially on a double track and the view hidden from the East as it is.

31/12/1928 *Ottawa Journal*

Kingston (CN)

Cataraqui

Report Nine Dead in Motor Crash Near Cataraqui

Kingston, Ont., Dec. 31. - A report reaching here at 2 p.m., stated that nine persons had been killed in an automobile accident near Cataraqui. Detailed information is not yet available.



C.N.R. Flyer Kills 8 at Level Crossing

Shocking Tragedy Occurs Three Miles East of Kingston as Crack train Hits Automobile

Car Owned by Alex. Dupuis Of Cornwall, Ont., is Wrecked at Cataraqui Early This Afternoon.

Former Casselman Lady Is Among the Victims

Name Rosa Alma Desrosier Is Found in Roman Catholic Prayer Book.

KINGSTON, Ont, Dec, 31. Eight persons two men, two women, two boys and two girls - met instant death at 1.30 p.m. today when the car in which they were riding was struck by an eastbound Canadian National Railways train at a crossing in Cataraqui, near here.

There were no survivors.

After considerable delay owing to the fact that the bodies were badly mutilated, the dead have been identified as Alexander Dupuis, Cornwall, Ont., formerly of Proctor, Vermont, on his way to Peterboro where he was taking up residence; Edgar Rivet, Cornwall; Mrs. Dupuis and Mrs. Rivet, and two boys and two girls, the children of Mrs. Dupuis.

The car was struck with terrific force and picked up on the fender of the speeding train. It was carried for half a mile along the track, its occupants being catapulted to the right of way. According to an eyewitness, the automobile was travelling about 15 miles an hour when the crash occurred.

Engineer J. Whelan, in charge of the engine, stated that he did not see the car until it was on the tracks.

The scene at the accident was indescribable, the bodies of the victims being mutilated to such an extent that identification was not made until arms and limbs had been assembled and their belongings gathered together.

Coroner M. J. Morrison was rushed to the scene and announced that an inquest will be opened probably tonight.

On a pair of men's pyjamas picked up along the right of way was found the name "P. Johnson," while in a Roman Catholic prayer book was found the name of Rose Alma Desrosiers, Casselman, Ont. The name of Edgar Rivet, Cornwall, was also found in the same book.

The auto was struck fairly in the center as it mounted the crossing, which is a level one. The view on either side of the crossing is quite clear for considerable distance. It has been the scene of numerous accidents.

Thomas Burtch, who lives in the vicinity of the crossing, was apparently the only eye witness of the accident.

"I could see the train coming," said Mr. Burtch, "and I also saw the car. I noticed the driver of the car apparently put on the brakes and the car slowed down until it seemed to be going not more than 15 miles an hour when the crash came."

Engineer Whelan stated that he did not see the car until the moment of the crash.

**01/01/1929** *Ottawa Journal*

*Kingston (CN)*

*Cataraqui*

Didn't see auto until directly in front of engine

Crew tell version of level crossing tragedy in which eight lives were lost.

Brockville Ont., DEC. 31. - engineer James Whalen and fireman H. S. Dewey, both of Belleville, who were in charge of the engine hauling Canadian National train No. 14, when it hit an automobile and instantly killed its eight occupants at the Cataraqui highway crossing today, was still feeling badly shaken up when they came off duty on the arrival of the train here.

Suddenly appeared.

"I didn't see the car until it shot up the incline on to the track and was right in front of us," declared Engineer Whalen. "It was going north and could not be seen from the engine on account of the buildings which stand on the west side of the highway close to the railway."

The train was travelling 50 miles an hour, Whalen stated, and the engine hit the auto with terrific force just as it got immediately in front of the locomotive. The car was tossed up in front of the engine where it was held by the coupling beam and carried along in this position until the train was stopped. The rear of the car could be seen from the cab sticking out on the right. The engine block of the car was shattered and the remainder flattened so as to be hardly recognizable as having been an automobile.

Did not see it.

So quickly did the accident happen that neither engineer nor fireman saw how or when the bodies of the victims fell out. Apart from some damage to the steel pilot where it struck the car there was no injury to the locomotive which proceeded with the train to Montreal.

**03/01/1929** *Ottawa Citizen*

*Kingston (CN)*

*Cataraqui*

Negligence on part of car driver is blamed for deaths

Boys give dramatic recital of tragedy before jury at inquest in Kingston.

Kingston, Jan. 2 - the folly of motorists trying to beat the train to level crossings was dramatically told this evening by two small boys at the inquest into the deaths of Alexandra Dupuis, one time of Proctor, Vermont; his wife and four small children, and Edgar Rivet and his wife of Cornwall, all of whom were instantly killed on the afternoon of the year's end at Cataraqui, a hamlet about four miles from Kingston, when they lost out in the dash to cross ahead of the Canadian National Chicago-to-Montreal fast train by a hair breadth margin.

The stories of the two small boys, Freddie and Arthur Sparks, age 13 and 9 years, lost nothing of its dramatic force by the simplicity of the telling.

In brief the gist of the evidence was that they saw an automobile approaching the crossing and at the same time heard the whistle of the approaching train and saw it speeding towards the scene of the fatality. Freddie held out his hand to stop the car and as it drew up beside him shouted to the driver, "Hey mister, here comes the train if you don't stop you'll get killed."

Could make it.

The answer was an exclamation followed by the remark, "I can make it." Then, according to Freddie, "The car kept on down the road. I knew the train was going to hit it and I turned and watched. When it came to a stone house, close to the track it seemed to slacken speed, but it kept on and the train struck it. I then ran home and told mother."

The evidence of both lads was approximately the same and both was steadfast in their statements of warning the driver and of his reply. The lads explained that they were walking along the road to Kingston, hoping to get a free ride, and that the warning of the approaching train came to them from the usual engineers' crossing signals.

Heard warning whistle.

E. Sleeman and Thomas Burtch, who lives close to the crossing, both gave evidence of the locomotive whistling for the crossing and of the speed of the approaching automobile which they placed at about 30 to 35 miles an hour: Sleeman stated that while he heard the trains' warning whistles he did not see it, but he watched the motor car through a window of his home.

"I knew from its position to the crossing and its speed that a collision was inevitable." He said, and added the significant phrase, "I have seen a good many cars go over the crossing and some of them made the hair stand on my head."

Engineer Whalen and firemen Dewey stated that the locomotive was travelling at a speed of about 55 miles an hour and that all crossing signals had been given, the engine bell ringing even until the car was struck and two long and two short blasts of the whistle sounded, the last blast being given not more than 100 ft from the crossing where the car was struck.

Ask crossing gates.

After hearing the evidence the jury were only a short time out when they returned the following verdict:

"We, the jury find the death of the party was due to negligence of the driver of the car and the petition the Canadian National Railways company to have gates erected at the crossing."

## Eight Killed at Crossing

Two Cornwall families, Mr. and Mrs. Edgar Rivet, Mr. and Mrs. Alex. Dupuis and their four children all instantly killed when express train hit their car at crossing at Cataraqui about two miles west of Kingston, on Monday last. They were on their way to Peterboro to spend the New Year.

04/01/1929 *Morrisburg Leader*

Kingston (CN)

Cataraqui

## Eight Cornwall people Killed

The home of Mr. and Mrs. Thos. Rivet, Cornwall, was being prepared for a happy New Year's day, when the sad news was received during Monday afternoon that their son and daughter-in-law, Mr. and Mrs. Edgar Rivet, had been killed in a railway accident at Cataraqui, Ont., near Kingston, and not only the Rivet home was saddened, but relatives of Mr. Alex Dupuis, who, with his wife and four young children were in the same auto and were also killed, are in a state of deep sorrow as a result of the terrible calamity that has befallen the two families. Not in the history of Cornwall has such a misfortune fallen with such fatal results.

The deaths are the result of the auto, in which the families were travelling, being struck by the Eastbound fast train on the Canadian National Railways. Alex. Dupuis and Edgar Rivet had been working in a marble works in Peterborough, and came home to spend the holidays. They left on Monday morning and took their families with them, travelling in Mr. Dupuis' Chevrolet sedan, the party consisting of Mr. and Mrs. Dupuis and their four children and Mr. and Mrs. Rivet, the latter a bride of only four months. The two families were to take up permanent residence in Peterborough, a house having been engaged by the men before they came home.

Mr. Dupuis is 46 years of age. He was born in Berwick. Mrs. Dupuis' maiden name was Mary McMurray of Verner, near Sudbury. She was in the 29th year of her age. Mr. and Mrs. Dupuis were the parents of four small children, all of whom were killed in the accident.

01/02/1929 *Morrisburg Leader*

Kingston (CN)

Iroquois

Floyd Graham, a young man of Hurlburt, today is alive and well, although his car was struck by the International Limited at the Canadian National Railways crossing about a mile east of Iroquois. Graham had slowed down to allow a westbound freight to pass, and failed to notice the eastbound flyer. His machine was thrown back against a fence and badly wrecked. Graham was not injured in any way.

07/02/1929 *Winchester Press*

Kingston (CN)

Iroquois

An Iroquois despatch reports that Floyd Graham, of Hulbert, Matilda township, when travelling from Iroquois to his home, had his car struck at the gravel road level crossing, east of Iroquois by the International Limited. Mr. Graham escaped with a severe shaking up, not being thrown out of the car, the engine of which was, however, totally demolished, while the rear wheels were knocked off. Preparing to cross the tracks after a westbound freight train had passed, Graham failed to notice the approach of the fast train.

22/02/1929 *Morrisburg Leader*

Kingston (CN)

Prescott

Work on the construction of the new 25-car siding on the Canadian National Railway, two and a half miles east of Prescott, is progressing favorably. The siding is being built to take care of the large quantity of material necessary for the work in connection with the building of the grain elevator, and will make a short haul from the siding to the waterfront.

02/04/1929 *Ottawa Citizen*

Kingston (CN)

Brockville

## Brockville Youth Injured By Train

Elmer Kelly Loses When Run Over.

BROCKVILLE, Ont., April 1. Elmer Kelly, 14-year-old son of Mr. and Mrs. Albert Kelly, Center street, was the victim of a painful and serious accident in the Manitoba yards of the Canadian National, yesterday afternoon, about one o'clock. The boy, who was with a number of companions, attempted to board fast freight No. 490 which was entering the yards and in some manner he slipped with the result that his right foot went beneath a wheel and was crushed at the ankle. He was removed to the general hospital where the injured member was amputated.

19/04/1929 *Morrisburg Leader*

Kingston (CN)

Cornwall

A Scotch lad named James Mates, seventeen years of age, passed away at the Cornwall General Hospital last evening about 7.30 o'clock as the result of serious injuries with which he met when he fell off a freight train as it pulled out of Cornwall about 11 o'clock yesterday morning. Mates and two friends J.G. Knowles and Kenneth R. Wainwright, came to Canada from Scotland in October last year. For some time Mates worked on the C.P.R. at Three Rivers, and later was in Ottawa. He afterwards went to Montreal and he and his chums who are young men of about twenty years of age, decided to beat their way from Montreal to Toronto in search of work, and they were on this trip riding a freight train when young Mates met with the accident which resulted in his death.

19/04/1929 *Ottawa Citizen*

Kingston (CN)

Cornwall

## Is Fatally Injured In Fall Off Train

Seventeen-Year-Old Scotch Lad Dies Short Time Later At Cornwall, Ont.

CORNWALL, Ont., April 18. Fatally injured when he fell off a Canadian National freight train, James Mates, aged 17 years, a Scotch lad, died from his injuries several hours later, at the Cornwall General hospital tonight. Mates and two friends, J. G. Knowles and Kenneth R. Wainwright, came to Canada from Scotland in October of last year. Mates worked for the C.P.R. at Three Rivers, Que., for some time and then went to Ottawa, afterwards going to Montreal where he and his friends, who are about 20 years of age, decided to beat their way to Toronto in search of work and they were on this trip when Mates met his death. The three men were riding on the box car and Knowles saw Mates fall from the train. The train stopped at Wales and the two young men walked back to Cornwall to find their chum. On their arrival they learned that Mates was in the hospital in serious condition. The injured young man was found by Mr. Brennan, who was walking from the diamond to catch a train at Cornwall.

The boy's father was killed during the Great War while serving with the Yorkshire regiment and his father's medal was found on the track after the accident. His mother has since married, being now Mrs. A. Bennett, and resides at 27 Vicker street, Grangestown, Yorkshire, England. Word of her son's unfortunate end will be sent to her. Dr. Charles A. Stewart, coroner, will hold an inquest.

23/04/1929 *Ottawa Citizen*

Kingston (CN)

Kingston

## Convict Train Leaves Kingston For West

170 Prisoners Moved From Portsmouth Pen.

KINGSTON, Ont., April 22. Tonight a special convict tram left over the Canadian National Railway with 170 from Portsmouth penitentiary, for penitentiaries to western Canada, the train being in charge of Inspector E. R. Jackson, of the penitentiaries branch, Ottawa, and Deputy Warden Cummings, of Dorchester penitentiary.

Seventy prisoners are consigned to the provincial penitentiary in Manitoba, and the remainder go to Saskatchewan. The train was made up of four specially fitted out coaches, with substantial bars at each window, in addition to which there was a commissariat coach with cook house and stores, a coach for the officers in charge and a baggage car. A small army of penitentiary officers from the other institutions in the Dominion came to Kingston today to assist in guarding prisoners during entrainment and en route to the West.

25/04/1929 *Ottawa Citizen*

Kingston (CN)

## Convicts Reach Winnipeg

WINNIPEG, Man., April 24. The convict train, bearing 170 prisoners from Kingston, Ont., to Western penitentiaries, reached, here today. Seventy prisoners were immediately transferred to Stony Mountain penitentiary, a few miles north of Winnipeg, while the remaining 100 continued the westward journey to Prince Albert penitentiary.

**26/04/1929    Morrisburg Leader**

**Kingston (CN)**

**Kingston**

On Monday afternoon .172 long term prisoners of the Portsmouth Penitentiary left on a special C.N.R. train for the West. Seventy prisoners are consigned to the Provincial penitentiary in Manitoba, and the remainder go to Saskatchewan.

**10/05/1929    Morrisburg Leader**

**Kingston (CN)**

**Morrisburg**

Mr. Robt. McKeegan, assistant signal operator on the local section, C.N.R., narrowly escaped death on Thursday of this week. Mr. McKeegan, accompanied by Mr. E. Davis, (in charge), were covering their section in a "speeder", and just as they approached a man and his dog, standing at a point below the churches, the dog attempted to cross the track, and was struck, derailing the speeder and throwing the occupants. Mr. Davis escaped injury, but Mr. McKeegan was severely cut and bruised. In an attempt to cross the track after the accident, Mr. McKeegan collapsed from his wounds, and as the west bound fast train was by this time approaching, he had to be carried to safety by the other two men. It is reported that Mr. McKeegan will probably be confined to his room for several weeks.

**10/05/1929    Morrisburg Leader**

**Kingston (CN)**

**Morrisburg**

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**26/08/1929    Ottawa Citizen**

**Kingston (CN)**

Most powerful oil engine has her initial run

Largest of kind in world, C.N.R. 9,000 hauls train from Montreal to Toronto.

Montreal, August 26th - a new development in railroad Motive Power, oil-electric locomotive No. 9000 of the Canadian National Railways left Montreal this morning hauling a train carrying a gathering of railroad and public men and newswriters on her inaugural run. The largest and most powerful engine of her kind in the world, locomotive 9000 was evolved from the oil-electric passenger cars which Canadian National engineers developed four years ago, and her initial operating test today is being watched by mechanical experts of railroads on both sides of the international boundary.

Oil-electric locomotive No. 9000 has been heralded in railroad circles as the most sensational departure yet made in motive power principle, and it is predicted by some motive power experts that it will revolutionize railway operation throughout the world. Briefly, it is the adaptation of the oil-electric car to the locomotive, fuel oil being used to operate the engine which drives the electric generator and the power from the latter furnishes the energy to turn the propulsion motors. Its perfection was due largely to S.J. Hungerford, Vice-president of operation and construction of the Canadian National system, and C.E. Brooks, chief of motive power.

Engine 9000, differing radically in appearance from steam locomotives, consists of two units and weighs 310 tons when fully equipped. It is 94 feet long and each unit consists essentially of an oil engine generator set mounted on the locomotive frame, boiler equipment for steam heating of passenger coaches, four traction motors for propelling the locomotive, air brake equipment and other auxiliary equipment. Today's run will finish at the exhibition station. Toronto.

**12/11/1929    Ottawa Citizen**

**Kingston (CN)**

**Iroquois**

Accident Avoided

IROQUOIS, Nov. 12 - As a result of the driving bar of the engine on the 3.45 C.N.R. express train breaking this afternoon as she was about to leave the depot at Iroquois, a serious accident was probably avoided. Had the train been under speed it is supposed the train would have left the track

Brockville was called by phone and an engine sent immediately to take the place of the broken one, and not until after six o'clock did the train proceed east.

**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.

**25/11/1929    Ottawa Citizen**

**Kingston (CN)**

**Aultsville**

C. N. R. Main traffic line still tied up

Canadian Press Despatch

Brockville, November 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 eastbound from Brockville for St. Albans Vermont, left the rails. Some of the 22 cars that were derailed crashed into the station building and also wrecking the express shed located to the east. All night passenger trains were routed by way of Ottawa and Napanee and wrecking crews are still engaged at the scene endeavoring to clear the line.

Train Derailed at Aultsville causes \$50,000 Damage

Punging[sic] from the rails as the train passed through the Aultsville yards on the main line of the Canadian National Railway at 3.55 Sunday afternoon, 19 cars of freight train 490, ploughed through the front of the railway station and piled up two or three deep along the tracks. Members of the crew escaped injury.

A Montreal wrecking crew arrived at 9 o'clock Sunday night and by 3.40 Monday morning had cleared the westbound track for Toronto-Montreal traffic. The east line was opened at 1.45, but the first regular train did not pass over the section until 4 o'clock. Transshipment of the contents of several of the wrecked cars was completed Wednesday morning and workmen are engaged in clearing up and destroying material which could not to be salvaged..

Soon after the engine of the freight train had passed the railway station, the fifteenth car behind the tender leaped the rails and pulled 18 following cars behind it before the crew could bring the train to a stop. One of the cars crashed through the front wall of the station, demolishing the baggage room at the east end of the building, while a second car toppled over upon the front and side of the waiting room at the west end. Although three cars were piled up within a single car length in front of the station, the agent's office and dispatcher's booth in the station were untouched and telegraphic communication was not interfered with.

The 19 wrecked cars were heaped along the tracks within a distance of not more than six car lengths and approximately fifteen were completely demolished. In one instance the trucks of one of the cars were torn from beneath it and the body piled upside down on the right of way. Another car, which had apparently been jammed by the derailed train, was smashed to matchwood. Refrigerator cars stood up remarkably well under the strain and were the least damaged.

More than half of the wrecked cars contained corn and other grain which was strewn along the tracks. Butter, meats, groceries and miscellaneous goods from other cars was heaped about the wreckage.

Detectives from railway headquarters at Montreal arrived upon the scene within a few hours of the wreck and guarded the goods until transshipment was completed. The wrecking crew arrived with derricks and other paraphernalia shortly after 9 o'clock Sunday night and working by the light of searchlights, succeeded in clearing the lines in record time.

During the time that main line traffic was suspended, trains between Toronto and Montreal were diverted by Napanee, Ottawa and Coteau Junction. Al. McMillan, agent at Aultsville, was absent from the station at the time of the wreck and as far as can be ascertained, the sole occupant was Bert Cunningham of Cornwall, who was sitting in the waiting room at the west end of the building. Perceiving the break in the train and realising that the cars would pitch into the building, Cunningham made a hasty escape through a window.

27/03/1930 *Winchester Press*

Kingston (CN)

Soils and Crops Train

The Soils and Crops Train equipped and operated by the Ontario Department of Agriculture in co-operation with the Canadian Pacific and Canadian National Railways is soon to be in this district again. Early this month it stopped at Iroquois and Aultsville where approximately five hundred farmers inspected the exhibits it carries.

The aim of the Department of Agriculture in equipping and sending out this train is to demonstrate the many factors in cheaper production of farm crops and to assist farmers in the solution of their problems in crop production. Two cars are devoted to exhibits which pretty well tell their own story. The Soils Car includes exhibits on Drainage, Tillage, Fertility, Crop Rotations. The Crops Car emphasizes crop diseases, root crops, cereals, fodder crops, seed cleaning and weed control.

A third car is fitted up as a lecture coach where farm problems peculiar to the district are discussed from 2 p.m. to 4.30 p.m. each day.

The train is open to the public from 9.00 a.m. to 5.00 p.m.

28/04/1930 *Ottawa Journal*

Kingston (CN)

Telephone call made to Britain from C. N. Train

Clarity features talks from express too many points.

Montreal, April 27th, - a brass-buttoned, gold-braided page boy walked the corridors of a fast train between Toronto and Montreal this afternoon and nonchalantly summoned passengers to the telephone. He was participating in an interesting and unique occasion - the opening on a commercial basis of the first two-way telephone service from a moving train.

From the Canadian National's "International Limited," 70 persons spoke by telephone during the afternoon to points as widely-scattered as Ottawa, London, England, Washington and Fort Worth, Texas. It was a six-hour journey under the train's new schedule, and thus a call was made every 5 minutes. All of them were completed, and in no case was there any difficulty in carrying on conversation. The parties to the London calls by wire and wireless in particular were amazed at the clarity with which they heard one another.

Engineer gives credit.

The train was run as a special section of the limited,

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29/04/1930 *Ottawa Journal*

Kingston (CN)

SAW FIRST G.T.R. : TRAIN FOR TORONTO

KINGSTON, Ont, April 28 - The Canadian National Railway train, which passed West on Sunday afternoon and covered the distance from Montreal to Toronto in six hours, was witnessed by Extra Pringle, of Napanee, who viewed the first Grand Trunk passenger train go through that town 74 years ago on October 27, 1856.

Mr. Pringle, at that time, as a lad walked three miles to see the first train. The locomotive of 1856 used wood as fuel and the train was-composed of three coaches.

22/05/1930 *Winchester Press*

Kingston (CN)

Cornwall

Ten Holstein cows, owned by Mr. Jas. Robinson, Riverside, east of Morrisburg, were killed on the C.N.R. tracks by east bound train No. 10 at Cornwall at 5 p.m., while the cows were being driven to pasture on Tuesday of last week. The train was a half hour late and came upon the cows unexpectedly as Mr. Robinson thought that it had gone by. The loss is estimated at around \$1,000

14/06/1930 *Ottawa Citizen*

Kingston (CN)

Brockville

Foreicner Found Injured Beside Railwav Tracks

BROCKVILLE, Ont. June 13. Paul Wynkoff, a Pole, was found lying beside the tracks in the yards of the Canadian National Railways here yesterday morning with a severe gash in the back of the head. He was removed to the St. Vincent de Paul Hospital and attended by Dr. J. A. McBroom, the wound requirng several stitches to close. The man claimed that he was struck by a companion who was riding on a Canadian National train with him. He is still a patient In the hospital.

One worker killed and three injured near Brockville  
Rod between motor car and lorry on train disconnected and four are thrown off.

Brockville, Ont., Dep. 10. - when the connecting rod between a motor car and lorry, on which they were travelling to work, became disconnected, four men of a complement of 60 C.N.R. workers were thrown into the path of a second train, comprising another motorcar and lorry, near here today, one man meeting instant death and three others suffering serious injuries.

The list of dead and injured follows: A. Dregnook, dead; A. Bonderchuk, who sustained a fractured skull besides other head and internal injuries; G. Bortko, who suffered a broken leg, and K. Bondoruk, who also has a fractured leg and broken collarbone.

The accident occurred half a mile west of Lansdowne on the Canadian National Railway line and the injured were rushed to local hospitals.

The men were members of an extra gang employed on the C.N.R. main line in tamping operations after the tracks had been ballasted. They were returning to that work after the lunch hour and were riding on a train of two motor cars and two lorries. The injured men were riding on the first lorry with their feet resting on the motorcar when in some unaccountable manner the rod or pin between the motor car and the lorry became disconnected. The four were thrown to the roadbed with a lorry and motor car following struck them.

The train was carrying a compliment of some 60 men and was travelling at a speed of 15 miles an hour. An inquest is being held at Lansdowne on Friday night

11/10/1930 *Ottawa Journal*

Kingston (CN)

Cornwall

Hit by fast train section man dies  
Cornwall man loses life when he fails get off track.

Cornwall, Ont., Oct. 10 Hubert Tyo, Cornwall section worker was fatally injured when struck by the first section of the C.N.R. International Limited, while at work on the Canadian National right of way, four miles east of here, this afternoon.

Tyo was one of a group of 60 men engaged in laying new steel East of Cornwall and although warned by a foreman of the approach of the fast train from the East at four o'clock, failed to leave the track in time. His fellow workmen believed that he could not hear the approaching passenger train because of the noise of an Eastbound freight.

He was struck by the engine and hurled some distance. First aid was rendered by workman and Tyo was brought to Cornwall on the second section of the train which was flagged 10 minutes later. Tyo died at Hotel Dieu Hospital at 6.20 this evening. He was a married man with several children. Coroner C. J. Hamilton has ordered an inquest

20/04/1931 *Ottawa Journal*

Kingston (CN)

Cornwall

Cornwall Girl Injured By Shunting Train

CORNWALL, Ont. April 19.-Passing behind a shunting freight [sic] train, In the Canadian National Railway yards, here, last evening, Hilda Michaud, 14, of 124 Eighth street. East, was pinned between the rear car of the train and a loading platform, when the cars were suddenly shunted. Her arm was pinched between a coupling and the edge of the platform but fortunately, the air brake hose slipped into the same aperture and prevented the full weight of the car from crushing the limb. She was taken to Cornwall General Hospital where she is reported tonight to be resting comfortably.

22/12/1931 *Ottawa Citizen*

Kingston (CN)

Brockville Man Runs Into Train

G. C. Reynolds Has Narrow Escape. Suffers Broken Arm and Bruises.

BROCKVILLE, Ont., Dec. 22. G. Cecil Reynolds, local grocer, suffered a broken arm and cuts about the head and legs and James Byers, his assistant, was shaken up and bruised when the light delivery truck in which they were riding ran into the side of a moving freight train at the North Augusta road crossing of the C.N.R. last evening The truck was carried to one side by the collision with the train, struck a telegraph pole and ended in the ditch alongside the track, being badly wrecked. Byers went through the top of the truck and both he and Reynolds had almost a miraculous escape from death.

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.

07/07/1932 *Winchester Press*

Kingston (CN)

Morrisburg

TRAIN DERAILED AT MORRISBURG

MANY CATTLE KILLED

A freight train of cattle and other merchandies was derailed just west of Morrisburg on Tuesday, and over 20 of the cattle were killed. The accident was caused by a broken rail. The passenger trains for Wednesday had to go via Brockville and Ottawa to and from Montreal until the wreck was cleared.

07/07/1932 *Ottawa Journal*

Kingston (CN)

Morrisburg

Hoboes Saved 'By "Dirty Look"

MORRISBURG, July 6 - Nine hoboes boarded a freight train in Western Ontario the first of the week, choosing a tank car to ride on. Nearing Brockville, they suspected the conductor of having an evil eye on them and at Brockville transferred to several cars rearwards. At 4.30 Tuesday afternoon, the tank car they had left was the centre of the largest freight train wreck in the district, ending up on top of a cattle car, killing 18 bovine and demolishing the car. The conductor probably had no idea that the dirty looks in the hoboes' direction saved their lives.

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.

22/05/1933 *Ottawa Journal*

Kingston (CN)

Brockville

Is Killed By Train West of Brockville

Brockville, Ont., May 21. W. Karawacki, believed to be from Montreal, was instantly killed this morning on the Canadian National Railway tracks, a short distance west of this place, when run over by a westbound freight train, which he attempted to board. The body was badly mangled. An inquest will be held.

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.

30/08/1933      *Ottawa Journal*      *Kingston (CN)*      *Prescott*

Mail Is Stolen During the Night;

Two or Three Bags Are Taken From Prescott C.N.R. Shed.

PRESCOTT, Ont. Aug. 30 - Gaining entrance by smashing a lock with a crowbar, thieves entered the C.N.R. express sheds here last evening, between 8 and 11 o'clock, and escaped with two or three bags of mail which was bound west from Ottawa.

The theft was noticed by John Patterson, mail carrier, who went to the station to load the mail on the train. He immediately notified the Prescott police, who rushed to the station and took in custody three suspects. The thieves selected only two or three bags from the high piled truck. A check-up is being made at Ottawa to ascertain the correct number of bags taken.

As far as is known, no registered mail was taken. The theft is believed to have been planned, as the shed was broken into when the station operator was not on duty and the hours the mail was stored there must have been known.

The broken lock has not yet been located, but the crowbar was found a few yards from the door. Police have not yet located any of the stolen mail. Third Class Matter.

Postal authorities in Ottawa are making a close check on the content of the mail bags stolen at Prescott, and early this afternoon it was believed that only third class matter, such as newspapers, etc., were in the bags taken. Officials here said there were no registered letters stolen.

09/09/1933      *Ottawa Citizen*      *Kingston (CN)*      *Prescott*

Escape death as fruit truck is struck by train

Benjamin Dubinsky and Son of Ottawa injured in crash at Rooney's Crossing near Prescott.

An Ottawa father and his son had narrow escape from instant death today when a fruit truck carrying Benjamin Dubinsky, 63 years old, of 168 Henderson Avenue, and his 27-year-old son, Oscar, was struck by a freight train at Rooney's crossing, three miles east of Prescott.

Both father and son was thrown from the truck, which was demolished, and suffered severe injuries, a third occupant of the vehicle, identified so far only as Maurice, escaped unhurt.

The victims were rushed to St. Vincent De Paul Hospital, Brockville, and early examination revealed the following injuries:

Benjamin Dubinsky: severe cuts to the head and face, numerous and serious body bruises and extreme shock.

Oscar Dubinsky: fracture of the collar bone, many cuts and bruises to the head and hands.

Both are expected to recover.

The accident occurred at the crossing on the Prince of Wales Highway 3 miles east of Prescott when the Canadian National freight, reported to have been travelling at a fair speed, struck the truck and demolished it. Fortunately the occupants were thrown clear and did not suffer the whole force of the impact. The train was in charge of conductor C. Laviolette, Montreal.

16/12/1933      *Toronto Star*      *Kingston (CN)*      *Rideau Station*

Rail Station Razed

Foreman Jumps Through Window to Escape Flames

Kingston, Dec. 16 - Rideau station, about seven miles east of here on the Canadian National Railways, was destroyed by fire yesterday. The building was one-storey and contained a waiting room, baggage room and the living quarters of Freeman Murphy, section foreman. Fire broke out from an unknown cause and Murphy was forced to escape through a window.

18/12/1933      *Ottawa Journal*      *Kingston (CN)*      *Rideau*

Fire Destroys Rideau Station Near Kingston.

Kingston, Ont., Dec. 17 - Rideau Station, seven miles east of here on the Canadian national Railways, was destroyed by fire yesterday. The one-storey building contained waiting room, baggage room and the living quarters of Freeman Murphy, section foreman.

18/12/1933      *Montreal Gazette*      *Kingston (CN)*      *Rideau Station*

Rideau Station Destroyed

Kingston, Ont., December 17

Rideau Station, seven miles east of here on the Canadian National Railways, was destroyed by fire yesterday. The one-storey building contained waiting-room, baggage-room and the living quarters of Freeman Murphy, section foreman. The fire broke out from an unknown cause and Murphy was forced to escape through a window. His wife and two children were at Lansdowne visiting relatives.

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.

30/12/1933      *Ottawa Journal*      *Kingston (CN)*      *Maitland*

Deraillment 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.

Traffic Disrupted But No One Injured.

BROCKVILLE, Ont., Dec. 29. C.N.R. traffic east and west through Brockville was disrupted about 10 o'clock tonight by the derailment of two cars on an east-bound 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.

08/02/1934 *Winchester Press**Kingston (CN)**Morrisburg*

#### HAD NARROW ESCAPE TWO HORSES KILLED

Struck by a Montreal-Toronto Canadian National express train last Friday night two fine horses were killed and the sleigh split into matchwood two miles east of Morrisburg. The owner, George Dawley, escaped death when he jumped before the train struck. The train was travelling in two sections that evening and Mr. Dawley was driving logs from the woods north of his farmhouse, saw the first section pass and started across the tracks, the second section came on the scene abruptly travelling at its usual high speed. It struck the horses and sleigh, throwing the logs more than 100 feet into nearby fields. Mr. Dawley had just time to slide from the back of the sleigh.

09/02/1934 *Morrisburg Leader**Kingston (CN)**Morrisburg*

#### NARROWLY ESCAPES DEATH

Mr. George Dawley, Riverside, narrowly escaped death on Friday of last week, when the team of horses which he was driving were struck by a C.N.R. train and instantly killed and the sleigh completely destroyed.

Mr. Dawley was accompanied by his son. The two had been drawing logs from the bush, and as they approached the track, failed to notice the on-coming express. Both Mr. Dawley and his son miraculously escaped death, leaping from the sleigh just as the train swept the load from the tracks, many feet into the field.

No damage was done to the express, which, after coming to a stop, continued on its journey.

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.

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

#### Aultsville scene of Trainwreck

No one is injured when 13 Freight cars leave rails.

Aultsville, Ont., Feb. 11 - Thirteen cars of a 27-car CNR freight train derailed in front of Aultsville station at 10:30 o'clock this morning as the train was being shunted to clear the way for a Montreal-Chicago express. Both east and westbound tracks would torn up but no one was injured and the equipment was not badly damaged.

The eastbound track was cleared at six o'clock tonight and it was expected to have the westbound attract cleared late tonight. Passengers on the express were delayed in their journey until a special came from Morrisburg to take them aboard.

As the freight train was being moved, a brakeman saw one of the cars leave the tracks. He was unable to have the train stopped before 13 of them had left the rails. Auxiliaries were immediately ordered from Montreal and Brockville and work was started in clearing the wreck.

Passengers on other trains were forced to walk past the derailment to another to ?? other trains temporarily placed in order to run between Morrisburg and Aultsville and Coteau and Aultsville.

Direct trains unaffected.

Trains running direct from and to Ottawa were not affected by the derailment at Aultsville, which is on the mainline of the CNR 65 miles southeast of the capital and 15 miles west of Cornwall.

All through train's between Montreal and Toronto were detoured to Ottawa, west-bound traffic at Coteau, east-bound at Brockville.

16/02/1934 *Morrisburg Leader**Kingston (CN)**Aultsville*

Owing to the derailment of a Canadian National freight train near Aultsville, on Sunday morning, about 11 o'clock, passenger trains had to be diverted by way of Ottawa, and considerable delay in services resulted. Services thus affected included train No. 5 from Montreal to Toronto and Chicago; train No. 14 in reverse direction; train No. 15, pool train leaving Montreal for Toronto and Chicago at 3 p.m. Damage was slight and it was stated by officials that no one suffered any injuries.

21/04/1934 *Ottawa Citizen**Kingston (CN)**Cornwall*

#### Killed Picking Coal On Railway

CORNWALL, Ont, April 20 Trespassing on Canadian National Railways tracks in search of pieces of coal cost Mrs. John White, 34-year-old resident of this city, her life this afternoon for she was instantly killed when she walked into the side of the locomotive of the Toronto-bound passenger train.

According to Mr. White, his wife frequently went on the tracks in search of coal as did other residents of the poor section in the vicinity of the tracks. Mrs. White was not known to be hard of hearing, but how she failed to notice the train as it pulled away from the depot is hard to understand,

She was stooped over at the time and as the train neared, it is thought she walked into the side of the locomotive. It is believed that a portion of the engine, possibly the drive shaft, struck her on the back of the head and caused a fracture at the base of the skull.

The accident happened at Kirkey's Crossing, about a half mile west of the city.

The funeral is being held tomorrow.

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.

25/06/1934 *Ottawa Citizen*

Kingston (CN)

River Beaudette

Derailment Tied Up Line East of Cornwall

MONTREAL, June 24. The front truck of a Canadian National Railways Locomotive drawing a special train of Shriners returning from a convention in Minneapolis went off the track at River Beaudette, Que., 23 miles east of Cornwall, Ont., it was announced by Canadian National Railways officials here.

No one was injured and after two and a half hours the train resumed its journey to Montreal. While no report had been received here it was understood a broken part in the truck caused the derailment. The rest of the train remained on the track.

29/08/1934 *Ottawa Journal*

Kingston (CN)

Brockville

Death of Ottawa Man Was Result of Accident

BROCKVILLE Ont. Aug. 28. A coroner's jury sitting here tonight found the death of David McEwan, 48, of 301 Booth street, Ottawa, which occurred here yesterday morning, was the result of an accident. McEwan, a patient for the past two years at the Ontario Hospital, escaped about five o'clock Monday morning and a short time later his badly mangled body was found on the C.N.R. tracks, directly north of the hospital, where he was struck or run over by a passing train.

24/01/1935 *Ottawa Journal*

Kingston (CN)

Brockville

Two Passengers Shaken When Diner Turns Over

BROCKVILLE. Ont., Jan. 24. Two passengers were shaken when the C.N.R. dining car in which they were riding, was sideswiped by a passing train and overturned. The dining car ran foul on the main line, as preparations were being made to attach it to a westbound passenger train. The car was slightly damaged.

23/03/1935 *Ottawa Citizen*

Kingston (CN)

Iroquois

At an inquest into the death of Thomas Gollidge held in W.E. Fitzsimmons undertaking 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 Man Killed by Train

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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01/07/1935 *Ottawa Journal*

Kingston (CN)

Prescott

James Quinn Is Killed By Train Near Prescott

BROCKVILLE. Ont. June 30. James Quinn, Edwardsburg Town ship farmer, was killed - instantly last night when he was struck by a westbound pool train. No. 13, while driving cattle across the Canadian National Railway tracks near his farm five miles east of Prescott.

Antonio Jacques, Montreal, engineer, said Quinn apparently failed to hear warning signals. He was struck by the buffer of the locomotive.

A preliminary inquest has been conducted by Coroner C.F. McPherson, Prescott.

06/07/1935 *Ottawa Journal*

Kingston (CN)

Prescott

Exonerate Train Crew Over Death of Man

PRESCOTT. Ont. July 5. A verdict of accidental death with no blame attached to members of the train crew was reached today by coroner's jury, under Dr. D.F. McPherson, investigating the death of James Quinn, 60-year-old farmer, who was instantly killed while driving cattle across the C.N.R. track near his home Saturday. Antoine Jacques, Montreal, engineer, only eye witness, gave evidence



Men Board Freight Trains After Walking From Prescott

Co-operation Between Railway and Police results in Trekkers Getting Ride Out of Brockville. Fruitless March on Capital Ends

BROCKVILLE Aug. 25. Town today saw the final break-up of the Ontario relief marchers 150 men remnants of the Toronto-bound "On-to-Ottawa" trekkers. climbed aboard westbound freights to complete their journey to the Queen City which was begun Thursday morning after a fruitless march to the Capital.

Co-operation between the railway and police today resulted in the trekkers riding out of here. When opportunity was given them, the men. without food or the means of obtaining it and reduced in some cases to tramping the roads in bare feet, clambered aboard the freight without hesitation.

After the returning marchers had reached Kemptville Friday evening, they were told by their leader, Ewart G. Humphreys, that the trek, as a body of organized men, could not go on. The men, forming in groups, commenced leaving the fair grounds, but about two hundred remained in camp. Some of the men who left found ways of their own in obtaining transportation, but others waited for freights at Bedell.

On Saturday morning the trek showed a weak semblance of temporary reorganization when those who had remained in camp during the night joined their fellows at Bedell in the hopes of catching a through freight to Toronto. There was none, however, but the marchers had the opportunity of riding out of Bedell on a Prescott-bound weigh [sic] freight.

Walk to Brockville.

Reaching Prescott, the trekkers sought to board freights to Toronto but were unsuccessful as the only freight Saturday afternoon passed through without stopping. Then the trek was reorganized to some extent and about 200 men of the original 430 who left Ottawa commenced a 12-mile hike via highway No. 2 to Brockville. a division point on the C.N. Railway. About 150 reached here, the others having fallen from the ranks to seek their own way.

They moved out of here last night and today in groups of 30 on both freight trains and highway transports. Provincial and Mounted Police, here to prevent trouble, did not interfere.

About 75 marchers left here by freight in two groups, one at 12.20 p.m. and the other at 1.20 p.m. today. During last night a group of about 30 men left the area, where the men were quartered, in hopes of catching a night freight. None stopped during the night, but the men did not return to the arena to join their comrades. They took to the open highway, hitch-hiking their way home.

At 7 o'clock tonight the final few of the marchers boarded a freight and the march "Back-to-Toronto" was a matter of history.

Police Go Home.

Over 40 Ontario provincial police who had been with the trek since it left Ottawa were given orders to leave for their respective home and soon afterwards were on their way.

The evening meal here yesterday consisted of bread, coffee and bologna sandwiches. They were given a breakfast of coffee and porridge while the mid-day meal consisted of cheese crackers, bread and coffee. All food was supplied by the municipality.

On Top of Box Cars.

Swarming atop the box cars like flies. about 200 men. who had failed to catch trains during the night left Bedell station on a freight at 11.30 o'clock Saturday morning and reached Prescott at noon. Earlier about 50 men boarded a Smiths Falls-Prescott freight and arrived in advance of the others.

As they clambered from the cars in the C.P.R. yards at Prescott, just at the entrance to the town on No. 2 highway, the men formed ranks and marched to the site of Fort Wellington opposite the yards.

Immediately "trek assembly" was called and in a few moments twelve members departed to canvass the town council for food. After some parleying members decided to donate a quantity of edibles with the understanding that the men would leave town immediately after eating. On the trek in to Ottawa, Prescott did not supply any food although marchers stopped over for dinner at the fort. They partook of food which they had with them at that time.

Prescott on Saturday donated 150 loaves of bread, 75 pounds of bologna, 10 pounds of tea, and five pounds of sugar to the famished late arrivals. Those who arrived in Prescott earlier were given 40 loaves of bread. 20 pounds of bologna, two dozen bunches of green onions, and some corn by private citizens.

During their meal each man had to boil water himself for tea, a departure from the past custom of having all food, etc., prepared by the camp cook. Sandwiches were made with the bread and bologna and heartily enjoyed by the hungry throng.

Donation from Ottawa.

While they ate and rested hundreds of citizens and tourists gathered near the fort to see the much-publicized trekkers, any many people donated small sums of money. At one stage a bus travelling from Ottawa to Kingston stopped near the temporary camp and deposited with trek officials the sum of \$3 which the driver had been commissioned to take to Prescott by an Ottawa man and his daughter.

Following the meal, the men again held assembly when the question of transportation was discussed. They heatedly refused to walk and insisted upon marching to the C.N.R. station where they expected to board the only afternoon freight passing through Prescott from Cornwall to Brockville. The parade through town to the station brought out additional hundreds of townspeople and tourists and the main street was clogged. So dense was the traffic it took some time for officers to return traffic to normal.

At the station the men sat along the tracks to wait for the freight, the time of the arrival of which was uncertain to the men. At 5 p.m.. the train was heard approaching in the distance and the trekkers made ready to board it. However, they were disappointed, for the engineer apparently under orders to "high-ball through," kept his throttle wide open and the five-car train sped past without even slowing down.

Order maintained.

When they realized they had to been checkmated again, ugly murmurings were heard from several sections of the trekkers, and many apparently were more than willing to begin some sort of demonstration to protest. Members of the provincial police were at hand, however, and leaders succeeded in maintaining order among the followers.

A few moments later the trekkers lined up in marching order and the twelve-mile walk to Brockville, a railroad terminal point, was begun. As they left Prescott some were heard to agitate for another campaign of road-blocking such as took place as they left Ottawa on Thursday and also as they left Manotick Friday morning, but trek leader Ewart G. Humphries insisted that they march in an orderly manner.

A squad of provincial officers, who had been with the march since it's left Ottawa, were on hand but their services were not required. Twelve motorcycle men kept traffic moving both east and west in the efficient form which they showed during the entire six weeks they had been with the trek. The remainder of the police crawled along behind the trek in motor cars to be near the scene in case they were needed.

In the morning after the trekkers had boarded the train at Bedell, the police escort speeded ahead of the train to be at each station along the way and they ultimately arrived at Prescott a few minutes before the freight pulled in.

- - -

C. P. R. Did not object.

No attempt by police was made to stop the men from boarding the train at Bedell as the C.P.R. offered no objections. While the trekkers waited for the freight to pull out at Bedell, a special train carrying Edward W. Beatty, president of the C.P.R., was scheduled to pass through, but it was held further down the line pending the departure of the freight. It is understood that the railway president personally asked that the men be allowed transportation to Prescott.

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**30/09/1935    Ottawa Citizen**

**Kingston (CN)**

**Brockville**

Railway Employee Killed At Work J. F. Walker, Father of 12 Children, Was Repairing Coach at Brockville. BROCKVILLE, Sept 29 Joseph F. Walker, 57. of Coteau. Que.. CNR. car repair employe who has been stationed at this terminal for a year, was instantly killed a few feet west of the Perth street crossing at 5.30 this morning, while on duty. A freight train eastbound was stopped owing to a sticky brake. Before repairs could be made the train was cut in two at the Perth street crossing to allow continuance of traffic on highway No. 29. Upon completion the train was re-coupled and the pilot engine at the rear shoved up the slack. Walker, it is believed, had gone under a car to make some adjustment, as shortly after the pilot became coupled his body was found, death having been caused from a fractured skull. An Inquest will be held. Walker's wife and 12 children reside in Coteau.

**04/10/1935    Ottawa Citizen**

**Kingston (CN)**

**Brockville**

No blame attached to fatal injury to railwy 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 somemonths 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 tim, 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 bellieved 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 Natinal Railways was represented by W.C. Mills, claims agent, Montreal, at the inquest.

**14/03/1936    Ottawa Citizen**

**Kingston (CN)**

**Finlay**

Freight Train Derailed  
Kingston, Ont., March 13. An eastbound Canadian National Railways freight was derailed near Finlay Station, 12 miles eastof here, early tonight. No one was injured,

Motorist Is Killed As Car Hits Train North of Iroquois  
 Mahlon Ault, of Matilda Township, Passenger, Is Thrown Against Freight at Crossing.

IROQUOIS. Ont. May 17. Mahlon Ault, aged 26, of Matilda Township, was instantly killed when the automobile in which he was a passenger, struck an eastbound freight train at a railway crossing here early this morning. Three fellow-passengers, including the driver of the automobile, escaped with minor injuries.

They were Basil Ault, driver, a distant relative, Donald Ault brother of the driver, and Wellington Keck, who received leg bruises and cuts. All three were also of Matilda Township.

The fatality occurred when the car in which Ault was a passenger was just entering the village of Iroquois. The machine ran up a slight grade to the crossing west of the village and north of the linen mills where it collided with the first car of a freight train, which had already commenced to cross the road.

Did Not See Train.

Basil Ault, driver of the automobile, said he had neither seen nor heard the approaching train. The track, he said, was slightly above the level of the road.

At the force of the impact which embedded the headlights in the side of the first freight car, and which swung the automobile around so that it struck again the second car, Mahlon Ault who was sitting in the front seat of the car, was thrown out and his head struck the third or fourth car, decapitating [sic] him. His body was found 50 feet east of the crossing. The front end of the automobile was demolished.

Provincial Constable Frank Rose, of Morrisburg, was called and is investigating. The body was taken to Fitzsimmons' Funeral Parlors, Iroquois, where it was viewed by Dr. E. H. Marcellus, Iroquois coroner. He ordered an inquest.

Train Crew.

The trainmen were Lucien Prefontaine, of Brockville, fireman; Fletcher Shooove, of 323 Melrose street Verdun, Que., head brakeman; Andrew Shea, of 2429 Chateauguay street, Montreal, conductor, and Ira Gardiner, of Brockville, engineer.

On November 15, 1935, at Victoria street the next crossing on the same railway line in Iroquois, a similar crash occurred, which resulted in the deaths of Earl Perry, of Cardinal, Ont. and Miss Wilda Ellis, of Iroquois.

Mahlon Ault son of Mrs. Willard Keck, was born in Matilda Township and had resided there all his life. In addition to his mother, one sister, Miss Orthee Ault survives. The funeral will be held on Tuesday from his residence when the service will be conducted by Rev. Thomas Knowles of Iroquois. Interment will take place in Iroquois cemetery.

29/05/1936 *Ottawa Journal*

Kingston (CN)

Iroquois

DEATH WAS ACCIDENTAL.

IROQUOIS, Ont. May 28. A verdict of accidental death without blame being attached to anyone was returned by a coroner's jury at the inquest into the death of Mahlon Ault who was killed when the automobile in which he was riding crashed into a freight train near here on May 17. The verdict read in part: "We find that the Canadian National Railways' employees were not guilty of negligence and that while the driver of the automobile, Basil Ault may have been careless, he was not criminally negligent"

25/07/1936 *KingstonWhig Standard*

Kingston (CN)

Kingston

ITS COMING TO TOWN FOLKS

Did You Ever See A 12-Car Streamlined Train?

Just imagine a train stretching all the way from Earl to West St. That's a big passenger train in itself but when it contains all the newest streamlined features and besides you will be privileged to go through it - then we are sure it is going to be a real thrill and treat to everyone in Kingston and district. The MILLION DOLLAR REXALL CONVENTION TRAIN will be in Kingston Monday August 17th. It will only stop four places in Canada and Kingston is privileged to be one of them. No - we are not going to let you know any more of the secret right now but watch this paper next week for further details about how you can get a pass to view this beautiful streamlined train.

When In Need of Drugs "QUICKLY" - Phone

01/08/1936 *KingstonWhig Standard*

Kingston (CN)

Kingston

This Giant On Wheels Comes To Town

(poor picture of front of locomotive)

No wonder the circus lot is always so far from the edge of the city. It is so difficult to find a place to put up the big tent. But here is the MILLION DOLLAR STREAMLINED REXALL CONVENTION TRAIN, 1080 feet long and with a locomotive weighing 350 ton, and 12 cars long - far bigger than the biggest circus you ever saw and it will be parked right in the heart of our city - on the CANADIAN NATIONAL RAILWAYS Siding on ONTARIO ST., between Earl and West.

We invite you one and all to come and visit this train on its visit to Kingston Monday August 17th. Obtain your tickets FREE by asking at our stores. Join in the big TWENTY-FIVE DOLLAR GUESSING CONTEST. Prizes will be awarded to those who can guess the nearest number of persons passing through the train on this day. Nothing to buy nothing to sell. Obtain your guessing blanks, figure it all out and deposit in a box in our stores. You may be one of the lucky winners.

When In Need of Drugs "QUICKLY" Phone

10/08/1936 *Ottawa Journal*

Kingston (CN)

Train and Car Crash Woman Seriously Hurt

BROCKVILLE, Aug. 10 - Mrs. Cardwell Ferguson, Jellyby, is a patient in the general hospital here suffering from a fractured collar-bone, injuries to the back and lacerations of the legs, as the result of the automobile in which she was a passenger being struck by Canadian National Railway passenger train No. 19, early Sunday morning. The car was driven by her son, John Ferguson, and was struck by the locomotive at the rear left hand corner at a level crossing on the North Augusta road. The car rolled over against a fence and landed right side up against a telegraph pole some distance away. Her son, the driver of the car, suffered only slight bruises. Her condition is reported somewhat improved.

## 500 DRUGGISTS WILL MEET HERE FOR CONVENTION

Will Gather on Streamlined Train - Public Is Also Invited

About 500 druggists of the Rexall chain in the district from Cobourg to Cornwall and north to Ottawa will gather in Kingston on Monday next to hold a convention on the 12-car Rexall streamlined convention train which will be in the city that day.

This train which has already covered the first half of a 29,000 mile journey, will make only four stops in Canada: London, Toronto, Kingston and Montreal. Charles Peacock of Jury and Peacock is primarily responsible for the train stopping in Kingston and he is doing his utmost to make the convention in this city a big success.

The Rexall Train is travelling solely on a goodwill mission, its objective thus serving a two-fold purpose. The United Drug Co., through this magnificently equipped train is bringing its conventions to the agents instead of asking the agents to travel to its conventions. Also during the convention layovers the beautifully designed and appointed exhibition cars are opened and the public is invited to inspect their attractive displays. No attempt is made to sell merchandise, the United Drug Co., in fact, particularly emphasizing the absence on board of anything resembling a sales order.

Vying with the exhibition cars in the public's interest is the powerful automotive giant which hauls the 12-car Rexall Train throughout its journey. Streamlined according to the latest researches of aero-dynamic science this 350-ton engine attracts wide-spread attention wherever it goes. It is an oil-burning steam type locomotive specially built by the New York Central Railroad to cover the 29,000 mile journey without relief locomotives, an unprecedented idea in railroading history especially since it must travel on 52 different railroads in all sections of the country to complete its demanding task.

14/08/1936 *KingstonWhig Standard* Kingston (CN)

Kingston

Pygmy Laboratory Is Only One Feature On the Rexall Train

Louis K Liggett President of United Drug Co to Be Here

The world's first convention train and first streamlined train ever to stop at Kingston will be in this city Monday Aug 17 all day and will be parked on the siding on Ontario Street near the Locomotive Company plant.

The train is known as the Rexall Train and is sponsored by the United Drug Company. The company conceived the idea of sending a big convention train all over the continent which could accommodate regional conventions of Rexall druggists rather than have the druggists gather at some one city. The convention part of the scheme was a success and so also was another feature which the United Drug Company had not counted on - the interest of the general public all over the continent in the streamlined train and the exhibits carried on board. It was decided in view of this interest to allow the public to inspect the train and the local Rexall drug stores have been giving out free tickets to visit the train for several days now and more are still available at Jury and Peacock's Mahood Drug Store and all other Rexall stores in the district. A guessing contest on the number of people who will actually visit the train while here and be counted by the magic eye is likewise being sponsored locally.

Druggists Coming

Rexall druggists from Cobourg to Cornwall with their wives and families will be present to hear the lectures and take part in the regional convention on board the train.

The streamlined engine pulling this train is capable of 100 miles an hour speed but needless to say does not travel at any such rate on its trip with the Rexall train. The engine is of the oil burning steam type and it is 97 feet long 15 feet high and weighs 697,000 pounds.

Doll House Laboratory

A myriad of dainty test tubes the size of a pin and individuals no taller than a match, will be found in the pygmy model of the United Drug Company's chemical laboratory which is included in four cars of exhibits carried by the million-dollar Rexall Convention Train.

The model is practically a doll house reproduction of the company's \$500,000 Boston research laboratory in action. The cutaway reproduction reveals 3,000 glass test tubes, flasks and funnels; 56 tiny figures of laboratory executives, chemists and office workers and 443 pieces of office furniture including typewriters, refrigerators, ovens, telephones, Venetian blinds and even cuspidors.

17/08/1936 *KingstonWhig Standard* Kingston (CN)

Kingston

## CROWDS THROG STREAMLINED REXALL TRAIN

Kingston Chosen as Stopping Place Because of Good Record

Crowds of Kingston and District people began to throng to the Rexall streamlined train, which is parked on the Ontario Street siding here today, shortly after ten o'clock this morning and the numbers increased with each succeeding hour. The response by the general public in Canada has been greater even than that received in the United States and the one-day attendance and the four-day attendance records were both broken during the stop in Toronto. The electric eye counted 18,600 people on the train in Toronto yesterday and a total of over 63,000 for the visit.

The train is composed of a stream-lined engine and twelve cars. There are four display cars open to the general public; one power car, which supplies the electricity and air-conditioning for the train; buffet dining car; lounge car, Pullman sleeper and Pullman compartment car; two convention cars, and, Lewis K. Liggett's private car. The locomotive weighs 350 tons and is from the New York Central Railway. The entire train is royal blue with a white stripe starting at the locomotive and continuing on every car.

Mr. Liggett, one of the most widely known businessmen on this continent, is in Kingston with the train in addition to a number of the chief executives of the United Drug Company. He is said to hold more presidencies than any other man in the United States.

Druggists Convention

Rexall druggists from all over eastern Ontario gathered at the train today for a convention and were addressed by many prominent United Drug Company executives including John R. Kennedy, President of the United Drug Company; John M. Considine, assistant general sales manager; Bruce D. Ross of Toronto, vice president and secretary; Prof. George A. Evans, chairman of the board and chief chemist, Toronto; and at 4.45 p.m. by Louis K Liggett. The convention started at 10 a.m. and continued throughout the morning and afternoon, a buffet lunch being served on the train to the delegates. A buffet supper will also be served.

Why Kingston Picked

Asked why Kingston had been selected as one of only four cities in Canada where the Rexall train stopped, an executive of the company said: "we picked Kingston because it is a good Rexall town and a good general town. The train is an expensive proposition and we want to stop places where we feel we will get the best public response to our advertising efforts. Kingston has a good record with our company as being the shopping center for a wide area and for that reason we thought that your paper would be able to draw a good crowd for us. You have certainly succeeded. You people in Kingston have a lot of advantages of location as the center of a splendid territory."

The train is visiting London, Toronto, Kingston and Montreal.

The Civic reception to the Rexall train, Lewis K. Liggett and his staff took place at one o'clock before the assembled convention. Mayor George Hanson expressed on behalf of the citizens a hearty welcome to Kingston and presented Mr. Liggett with the key to the city. Chief of Police R. J. Robinson added words of welcome and made Mr. Liggett an honorary sergeant of police, presenting him with the gold badge of office. T. A. Kidd, M.L.A., was the next speaker and he in turn conveyed greetings and a welcome to the delegates and train officials. Mr. Liggett responded to these various speeches and expressed his appreciation of the welcome and the gifts that had been given to him.

18/08/1936 *KingstonWhig Standard* Kingston (CN)

Kingston

A large concourse of people gathered at the C.N.R. depot and railway yards on Sunday night to view the passing through of the million dollar Rexall train. The majority of parked cars had their lights on while the train was passing through Napanee and the citizens had a fine view of train which slowed down to about five miles an hour.

**03/12/1936     Ottawa Citizen**

**Kingston (CN)**

**Kingstonian Escapes As Train Smashes Car**

KINGSTON, Ont., Dec. 2. Samuel Abramsky, Kingston department store owner, had a remarkable escape from death today when his car was hit and demolished by a Canadian National Railways train at Cataragui crossing, four miles from Kingston. Because of the slippery condition of the road, Abramsky was unable to stop his car, he said afterwards, and had barely time to get out before it was hit.

**05/02/1937     Ottawa Citizen**

**Kingston (CN)**

**Morrisburg**

**Train Scatters Load**

MORRISBURG, Ont Feb. 4. James Robinson, Morrisburg farmer, was drawing wood from the bush near here today when his sleigh became stuck on the main line of the Canadian National Railways. He unloaded the wood and drove team and sleigh off the tracks but before he could return for the wood, Toronto-bound train came along and spread it far and wide. The engine was considerably dented by the Impact.

**29/07/1937     Ottawa Journal**

**Kingston (CN)**

**Train Hits Coach At Cataragui Spur**

KINGSTON, July 28. - - An eastbound Canadian National Railways through freight train late today wrecked a combination baggage and an empty passenger coach of the Napanee-Kingston local in a rear-end collision at the Cataragui spur, four miles east of here.

No one was hurt, but debris was strewn for 150 yards along the tracks. Two women left the coach a few miles east of the scene.

The passenger coach was standing on the main line when the freight plowed into the rear after rounding a curve.

**29/07/1937     Ottawa Citizen**

**Kingston (CN)**

**Nobody Hurt as Trains Collide Near Kingston**

KINGSTON, Ont., July 28. An eastbound Canadian National Railways through freight train late today wrecked a combination baggage and an empty passenger coach of the Napanee-Kingston local in a rear-end collision at the Cataragui spur, four miles east of here.

None was hurt but debris was strewn for 150 yards along the tracks. Two women left the coach a few miles east of the scene. The passenger coach was standing on the main line when the freight ploughed into the rear after rounding a curve. Wrecking crews started clean-up operations almost immediately.

**03/11/1937     Ottawa Citizen**

**Kingston (CN)**

**Maitland**

**Prescott man is badly hurt when Engine hits truck**

Brockville, Ont., Oct [sic]. 3. - Minor S. Gladstone, 30 years of age, of Prescott, lies seriously injured in the Brockville General Hospital, as a result of an accident in which the loaded gasoline truck he was driving was struck by a light railway engine at Maitland, 4 miles east of here at 11. 4:40 o'clock this morning.

When the engine hit the truck parts of the gasoline carrier were carried for more than 700 feet. Gladstone was seriously injured, and was rushed to Brockville hospital, where an effort is being made to save his life. An emergency operation was performed this afternoon.

No one was with Gladstone at the time of the accident. The accident occurred at a double-crossing on the Montreal - Toronto line, and apparently the driver failed to notice the approaching engine.

The engine, driven by Daniel Ross, of Brockville, was brought to a stop and the train crew rendered all possible assistance.

Gladstone was brought to the hospital by a local ambulance, and is under the care of Dr. C J.F. Williams. He is a son of Mr. and Mrs. John Gladstone, well-known residents of Prescott. He was married during the first week of September to the former Miss Joyce King, Prescott.

**26/11/1937     Ottawa Citizen**

**Kingston (CN)**

**Lancaster**

**Charles Alanott of Martintown Killed**

CORNWALL, Ont., Nov. 26. Charles Alanott, 20, Martintown, was killed and his companion, Allan Ellenberg, also 20, was injured seriously when their automobile collided with a Canadian National Railways freight train at the Lancaster level crossing, 18 miles east of here, early today. Ellenberg, suffering severe head and body injuries, was brought to hospital here. So badly injured were both he and the dead man they could not be immediately identified, their features being almost unrecognizable. The accident occurred at 3.30 a.m.

First reports indicated Ellenberg had been killed outright but relatives later identified Alanott as the one found dead near the wreckage of the automobile, strewn along the railroad right-of-way.

**26/01/1938     Ottawa Citizen**

**Kingston (CN)**

**Lancaster**

**Accidental Death Verdict Returned**

Special to the Citizen. CORNWALL, Ont.. Jan. 25.

A coroner's jury at Lancaster, 16 miles east of here, today heard witnesses tell of the railway crossing crash there early on the morning of Nov. 27 which claimed the life of Charles Allanott, 23, of Martintown. After deliberating a few minutes, the jury returned a verdict of accidental death. Allanott was instantly killed in the crash.

Allan Ellenburg, 22, of Martintown, companion of Allanott, and a passenger in the car at the time of the accident, escaped serious injury. He was the chief witness and told Coroner T. O. MacLaren and the jury that he and Allanott had been at a party at Mose Dufresne's at Lancaster and were returning home when the accident happened. He said Allanott was driving and suddenly crashed into the side of a freight locomotive at the Lancaster crossing.

Witness admitted he had a quart of beer at the party, but claimed he was sober at the time of the crash yet he did not see the locomotive until the car was on top of it. He swore he saw no crossing signals and did not hear the train whistle.

The car struck the locomotive with such force that the drive-shaft of the engine was broken and another locomotive was required to move the freight train.

Members of the train crew testified that the usual crossing signal had been given by means of the train whistle and that the loco-motive bell was ringing as the engine was crossing the intersection. The crossing signal maintenance crew swore that when the signals were tested a few minutes after the accident they were in perfect working order..

**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.

14/06/1938 *Ottawa Citizen**Kingston (CN)**Brockville*

transient Killed By Train Near Brockville

BROCKVILLE, Ont., June 14 A man believed to be Ian Herbert Rayment of Victoria, B.C., was killed early today here when he fell under a Canadian National Railways train here just west of the railway yards.

Other transients who were attempting to board the freight train were detained by police and an inquest will be held. A passport in the man's pocket showed he was born Sept. 1. 1915, at Harrow, England.

Papers on the man included a letter apparently written by his mother from Victoria. She apparently was employed in a restaurant. The passport classified Rayment as student who landed at Quebec Oct. 31. 1937.

Delbert Yorkston and Lorenzo Trembley, both of Montreal, said they were with Rayment and warned him the train was going too fast for safe boarding. Rayment fell between the couplings and was killed.

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 when 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.)

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.

08/04/1939 *Ottawa Citizen**Kingston (CN)**Morrisburg*

Freight Trains In Crash East Of Morrisburg

Engineer Jame. Karns of Brockville Loses Three Fingers in Spectacular Collision.

Tracks Ripped Up For Considerable Distance.

Caboose Crew of Second Train Leap to Ground Just Before Wreck Occurs

MORRISBURG. April 8 In a spectacular collision of Canadian National Railways freight trains that awoke residents of this town from their slumber at 6.30 o'clock this morning, engineer James Karns, of Brockville, lost three fingers. The fireman jumped to safety.

Westbound from Montreal to Toronto on the main line the train piloted by Karns rammed the caboose of another westbound freight that was stopped half a mile east of Morrisburg station to take on water. The caboose crew saw the other train approaching at a fairly fast rate and jumped to the ground.

The caboose was smashed to bits and the car ahead of it, loaded with brooms, paper and mattresses, caught fire. The second car from the caboose was derailed.

Engine Jumps Rails.

The engine that rammed the caboose jumped the rails and came to rest across the double track. It was badly damaged. The tracks were ripped up for a considerable distance. Only one car of the Karns-piloted train left the rails.

Evidently Engineer Karns tried to avoid a collision as it was found after the crash that the brakes of the engine had been applied. It is believed he lost the fingers when they became jammed in the emergency brake handle at the time of the impact. The fireman left the cab a few seconds before the collision.

Rushed to Hospital.

When the engineer was extricated from the twisted engine he was in a dazed condition. He was rushed immediately to Brockville General Hospital where he was reported to be doing as well as might be expected.

Residents of the town assisted volunteer firemen in fighting the fire that rapidly consumed the car loaded with brooms, paper and mattresses. All the clearance papers and bills of lading carried in the demolished caboose were lost and it will be necessary to check the remaining freight with all the stations along the line.

Wrecking Crews on Way.

Wrecking crews were on their way from Brockville and Montreal shortly after the crash and the line will be cleared this afternoon. A special train was sent from Montreal to take passengers off the Toronto-Montreal train and convey them to Montreal.

Many residents of the town believed that an explosion had occurred and quickly donned clothes and rushed into the streets. On finding that there had been a railroad collision they hastened to the scene to render what aid they could.

An investigation will be conducted by the Canadian National.

The Right-of-Way Near Morrisburg is Cleared

Morrisburg April 9 - C.N.R. section men worked throughout Saturday night to clear the right-of-way for traffic half a mile east of the depot here after the collision Saturday morning between a stationary and moving freight train.

The track was cleared this morning for regular trains..

Jimmy Cairns of 9 Letitia Street, Brockville, engineer of the 80-car freight from Montreal which crashed into the two rear cars of a standing freight, had the end of his little finger on his right hand torn off. Crews of both trains foresaw the collision and jumped. Cairns finger was jammed when he jumped.

The caboose and second last car of the standing freight were telescoped. The caboose was demolished and the freight car caught fire and was destroyed.

The Morrisburg fire department was summoned but the car was allowed to burn since Chief Clark felt the department could not leave the town unprotected.

Cairns was treated by Dr. C. A. Loudon and sent to Brockville hospital. C.N.R. officials did not give out any explanation for the collision. The engine and four cars of the moving freight train were derailed.

10/04/1939 *Ottawa Citizen*

Kingston (CN)

Morrisburg

Caption to picture

#### CLEARING TRACK AFTER FREIGHT TRAINS COLLIDE NEAR MORRISBURG

Traffic on the main line of the C.N.R. between Montreal and Toronto was not normal until 9.15 p.m. Saturday after one freight train collided with the rear of another about 6.30 a.m. about half a mile east of Morrisburg. James Cairns, engineer of Brockville, who lost part of a finger, was the only person injured. The picture shows a giant crane in action lifting the crippled locomotive, and also shows how completely the end cars of the first freight were smashed.

01/05/1939 *Ottawa Citizen*

Kingston (CN)

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 not opened for inspection. 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.

05/05/1939 *Ottawa Citizen*

Kingston (CN)

12-Car Hotel On Wheels Ready for Royal Guests

MONTREAL. May 4 A symphony of blue and silver. Canada's royal train needed only a few finishing touches tonight before moving to Quebec for the start of its 8,000 - mile transcontinental tour with the King and Queen.

Never before has a Canadian train carried such distinguished passengers never before has such painstaking attention to detail produced such a composite picture of luxurious beauty. From headlight to observation platform, the 12-car hotel on wheels represents the work of the most skilled workmen on Canada's two major railways.

Exterior decoration of the train is carried out in royal blue with aluminum panels between windows, rounded silver-tinted roofs and thin car-length lines of gold above and below the windows. The aluminum has been applied in diamond-shaped designs to flash more brilliantly in the sun.

The two cars at the back of the train - those in which the King and Queen will travel - carry the royal coat of arms in the center under the windows, while all other units bear the royal cipher and crown in the center and the royal crown at each end below the roof line.

Like Modern Hotel

Inside, the train contains all the appointments of a modern hotel, with living rooms, business offices, bedrooms, baths and showers, and an inter-car telephone system which can be connected to land telephone wires. Every car carries a radio, each of a different type.

Car No. 1 at the rear of the train contains two bedroom suites for the King and Queen, a sitting room overlooking the rear platform, and two bedrooms for members of the royal staff. The sitting room is panelled in curly birch with ivory ceiling and light brown carpet over a cork floor. One set of furniture has coverings of green self-toned damask with green taffeta drapes, while an alternative set is done in blue and beige printed homespun with gold drapes.

The royal suites each consist of a bedroom, dressing room and bathroom. The Queen's bedroom and dressing room are done in blue-grey colors, with dusk pink taffeta drapes and a white eiderdown. The King's suite is painted cream with drapes and coverings in blue and white glazed chintz and a blue taffeta eiderdown. Both bathrooms are finished in mauve tile, complete with a full-sized bath and shower.

The car also contains a maid's bedroom and a lady-in-waiting's room, both in cream, and a white-tiled bathroom.

Maps to Trace Progress,

The other car to be used by Their Majesties contains a large sitting room in Nile green with old rose luminere and rose taffeta curtains. Ahead of the sitting room is the royal dining room seating 12 persons, and equipped with a set of roller maps so the royal couple can trace their progress across the Dominion. The car also contains a pantry, kitchen, steward's room, a bedroom for His Majesty's secretary and an office panelled in oak.

The remaining four cars of the six reconstructed at the Canadian National Railway's Shops here provide accommodation for other members of the royal party. Tomorrow they will be taken over to the Canadian Pacific Railway shops where the other six cars of the train are waiting.

The Canadian National cars viewed by newspapermen today include the dining car for members of the royal party. It is a standard diner seating 40 persons, done in natural wood panels of varying tones, the main woods being Prima Vera, Araca and cherry.

Pictures of Canadian wild life, executed in wood inlay, feature the decorations. Blinds are of silk face pantosote with a design of horizontal colored stripes. Canadian National business car No. 99 - private car of the CNR president - and two standard club cars with remodelled interiors, complete the C.N.R. section of the train.

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++cnr++cpr&hl=en>

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 he 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++cnr++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++cnr++cpr&hl=en>

14/09/1939 *Ottawa Citizen**Kingston (CN)**Lancaster*

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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16/09/1939 *Ottawa Citizen**Kingston (CN)**Iroquois*

Train Demolishes Truck In Accident at Iroquois

IROQUOIS, Sept. 15 Ralph Derby of Russell had a narrow escape from at least serious injury when the truck he was driving over a level crossing on a country road about a mile east of here this morning was in collision with the C.N.R. Montreal - Toronto train.

The truck was completely demolished and the force of the impact threw Derby into a ditch. He suffered only bruises and minor lacerations. He was treated by Dr. John R. Miller of Iroquois.

Constable A. R. McLeod Investigated.

15/05/1940 *Ottawa Citizen**Kingston (CN)*

Drove Car Into Train, Brockville Man Fined

BROCKVILLE, Ont., May 14. (Special) John Alberry, Brockville, who recently drove a car into the side of a moving freight train at the North Augusta road C.N.R. crossing, was convicted of reckless driving in magistrate's court today and fined \$10 and \$6 costs. His operator's license was suspended for three months.

23/05/1940 *Ottawa Citizen**Kingston (CN)**Mille Roches*

Mille Roches Boy Killed By Train At Level Crossing

CORNWALL, Ont., May 22, (Special) His body terribly dismembered, Kenneth Pidgeon, 15- year-old son of Mr. and Mrs George Pidgeon, of Mille Roches, five miles west of here, was instantly killed late this afternoon when struck by a C.N.R.- freight train at the Mille Roches crossing. The boy rode his bicycle onto the north side of the double track and was struck by the front corner of the locomotive of a through west bound freight which he apparently failed to notice as an east-bound freight was clearing the crossing at the time.

The boy's bicycle was tossed to the railway right-of-way, about 25 feet from the crossing, while fragments of his body were scattered along the tracks for a distance of 300 feet. The train was brought to a stop a short distance farther west.

Gene Bisbee, Moulinette bread truck operator, told police he had stopped his truck north of the crossing and was waiting for the freight to pass when young Pidgeon passed the truck and rode his bicycle onto the crossing. All of a sudden, the freight travelling in the opposite direction appeared and struck the boy. Bisbee said he did not see the freight until it was on top of the boy and assumed Pidgeon had not heard the approach of the westbound train.

To Hold Inquest.

George E. Smith, Brockville, engineer on the westbound freight, told Coroner C. A. Stewart that he did not see the boy until he was directly in front of the locomotive. Air brakes on the freight were applied at once.

Coroner Stewart viewed the scene of the accident and announced an inquest will be held. Cornwall township police investigated.

Pidgeon narrowly escaped death last July 19, when he was struck by an automobile while riding his bicycle along Highway No. 2, near Mille Roches. He suffered a severe brain concussion and lay in a coma at a Cornwall hospital for nearly six weeks.

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13/09/1940 *Ottawa Citizen**Kingston (CN)**Brockville*

Escape Serious Injury When Train Crashes Car

BROCKVILLE, Sept. 12.--Suffering from cuts and bruises, Miss Eileen Sadler, R.R. No. 1, Brockville, is in the General Hospital, as a result of her auto being struck at Perry's crossing, a short distance east of here, by a westbound C.N.R. freight train. The car stalled on the track. It was demolished. The driver's brother, Morris, a passenger in the car, was also slightly injured.



## Train Hits Auto Outside Cornwall, Two Arc Injured

CORNWALL, Oct. 20. (Special) Mr. and Mrs. Howard Whitford of Paragon, five miles east of Cornwall, are in the General Hospital suffering painful injuries as a result of an accident on the Canadian National Railways at Bellefeuille's Crossing, three miles below the city, this morning. According to the crew of the work train, the Whitfords were proceeding east in the same direction as the train, when the auto crossed the tracks in the path of the train. The auto was dragged some distance by the engine and was thrown into the ditch alongside the tracks. It was badly damaged. How Mr. and Mrs. Whitford escaped death is a mystery. They were taken to hospital where it was found Mr. Whitford was suffering from head bruises and cuts, while Mrs. Whitford was injured about the back and shoulders. Neither is described as being in a critical condition.

02/06/1941 *Ottawa Citizen**Kingston (CN)**Moulinette*

Gordon Murphy, 65-year-old Moulinette farmer, was instantly killed at noon today while driving a land roller across the level crossing at Mouinette, 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.

26/02/1944 *Ottawa Citizen**Kingston (CN)**Cardinal*

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.

26/02/1944 *Ottawa Journal**Kingston (CN)**Cardinal*

## 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.

01/12/1944 *Ottawa Journal**Kingston (CN)**Brockville*

## Brockville Man Injured by Train

BROCKVILLE, Dec. 1. (Special) Anthony Simon 55, of 150 Perth street, Brockville; suffered serious injuries at 12 30 p.m. today when he was struck by the Montreal-Toronto pool train on a level crossing. Visibility on the crossing was poor, because of the heavy snowstorm.

**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 minutes 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 snow 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.

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. Dalgleish 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.

Enginemen 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 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 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 firemen 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.

## Three Escape Injury When Car Pushed 110 Feet by Train

PRESCOTT, Nov. 23. (Special) Trapped in their automobile while it was pushed a distance of more than 100 feet along the tracks by a shunting freight engine, three Brockville men were able to crawl from the damaged car without a scratch here last night.

The men were Howard F. Bradley, 48 George street, Brockville, owner and driver, Fred White, riding in the front seat and Gordon Green, alone in the back, and both of 230 King street west, Brockville.

The accident occurred at the Edward street crossing of the CNR shortly before 6 p.m. Saturday. Bradley was driving north out of town and apparently all three men failed to observe the freight engine approaching on the southermost tracks from the east. The locomotive was backing up at the time.

The engine struck the car virtually dead centre before the men could get out and pushed the vehicle along the tracks for approximately 100 feet. By some miracle the car remained upright until the engine was halted and though the right side of the auto was badly pushed in, the passengers emerged with no injuries other than a bad case of shock. Damage to the car was estimated at \$400.

04/02/1948 *Ottawa Citizen*

Kingston (CN)

Lancaster

## Car Hurlled 50 Ft. 2 Escape Injury

CORNWALL, Feb. 4 (CP) Two men escaped uninjured at nearby Lancaster yesterday when an automobile in which they were riding was struck by an eastbound Toronto-Montreal train.

Police said that Ernest Viau got out to crank when the automobile stalled on the track, leaving his brother, Zcpherln. inside the car. Both men leaped to safety as the train struck the car, hurling it 50 feet.

15/03/1948 *Ottawa Journal*

Kingston (CN)

Mallorytown

## Ottawa Area Residents Escape When Piston Breaks on Train

Four hundred Ottawa and district residents, including four members of the Collegiate Board, narrowly escaped death or serious injury when a piston rod on the engine of the east bound Toronto-Ottawa pool train broke and sheared the flange from a main drive wheel 13 miles from Brockville at 7.45 Saturday night.

The piston rod was shattered, and one piece pierced a tank of illuminating gas under the baggage car and set it ablaze.

The locomotive, travelling at 70 miles an hour near Mallorytown, heeled over dangerously two or three times as a dangling rod rammed into ties before automatic air brakes brought the seven-car train to a stop after a jolting slide of one mile.

Mr. Stanley Higman, of the Ottawa Collegiate Board; Frank G. Patten, business administrator of the board, and W. B. Wallen, principal of Ottawa Technical School, and Harry Pullen, principal of High School of Commerce, were among the 400 Ottawa and district-bound passengers. They paid tribute to the cool action of the train crew in preventing a more serious accident.

"We were badly shaken up, but I think the train crew saved us from serious injury by their quick, intelligent action", Mr. Higman said.

Members of the Collegiate Board were returning to Ottawa after interviewing new teachers in Toronto.

## Passenger's Vivid Story.

Major John F. McLennan, 163 Cameron avenue, another passenger, said the near crash "scared most of us".

"We were just leaning back in our seats idly watching the scenery as the train neared Brockville.

"Suddenly the coach gave a lunge and there was a hissing of air brakes. I was thrown across to the opposite seat.

"For what seemed an eternity the train continued to slide along the tracks in a series of sickening lurches.

"Finally it came to a stop, and almost immediately trainmen dashed into the coach. They smashed emergency cabinets open and took out fire extinguishers.

"I followed them out, as did many of the other passengers. All that was visible was a red glare from under the baggage car. Flames were soon shooting from a tank of gas used to illuminate the other coaches.

"But the train crew, and some of the passengers, working with extinguishers succeeded in bringing the blaze under control before much damage could be done.

"I spoke to the engineer and firemen and they explained that the main drive rod had broken, and high pressure steam in a cylinder blew a piston out and broke it off.

## Pierced Gas Tank.

"The flying metal had pierced the gas tank and set it ablaze.

"The engineer also said that a dragging piston catching on the ties had almost levered the engine off the tracks", Major Mc Lennan said.

"Another passenger, A. Gladstone Ghent, 171 Bayswater avenue, told The Journal, the conductor had told him another piece of flying metal had sheared off the flange of a main drive wheel.

"He told me that it was the closest shave he had experienced in 30 years of railroading, and that the entire train would have left the track if it had not been on a straight stretch of track", Mr. Ghent said.

## Wheels Flattened.

An engine sent from Brockville manouevered into position to bring the train into the City.

Passengers were transferred to new coaches at Brockville, and completed the trip to Ottawa. Due at 10 o'clock, the train arrived at 1 o'clock Sunday morning.

A. R. Wilson, Divisional Superintendent of the CNR at Belleville, told The Journal last night that a mechanical failure in the engine was partly responsible for the accident and the sudden thaw following the prolonged cold probably played some part in it.

An official at Brockville said the train was in charge of conductor F. Bonter, of Brockville, and the engineer was J. Tamlin, of Belleville.

The seven-car train had a seating capacity of "about 420", Mr. Wilson said, and it was estimated that 90 percent, of the seats were taken. The Montreal section of the train preceded the Ottawa and district section, and all passengers were bound for this district.

## Disaster Is Escaped By Speeding Train

Some 400 passengers aboard a CNR-CPR pool train travelling at a 70-mile-an-hour clip escaped possible disaster about 13 miles west of Brockville shortly before 8 o'clock Saturday night when a locomotive side rod snapped and sent the train hurtling into a grinding, mile-long skid. The six-car train lurched to a halt at Mallorytown, a railside village, after the locomotive came within inches of toppling over at least three times. No one was hurt.

Pieces of flying metal from the broken side rod punctured a tank of illuminating gas slung beneath the baggage car, setting the contents afire, but crew men were able to extinguish the blaze before any damage was done to the car.

## Many Ottawa-Bound

Among the passengers aboard were four members of an Ottawa secondary school delegation: W. B. Wallen, principal of Ottawa Technical School; Harry Pullen, High School of Commerce principal; Frank G. Patten, board secretary-treasurer; and H. S. Higman, chairman of the management committee.

## "Closest Shave"

Engineer Harry Tamlin, of Belleville, said it was the "closest shave" he had had in 30 years of railroading.

Wheels of all the coaches were worn flat from the mile-long slide. After a delay of close to two hours at Mallorytown, the train was towed into Brockville, where passengers were shifted to a special train. They arrived in Ottawa about three hours late.

CNR officials in Montreal in a statement issued last night said the tank of illuminating gas was slung under the baggage car for emergency lighting.

Flooring of the baggage car was slightly damaged when the tank caught fire but the blaze was snuffed out by crew men, using hand chemicals.

Belleville CNR division authorities said the locomotive's left main side rod broke, shattering the air pump and setting off the emergency brake.

The guide bar on the wheels also snapped.

The skid on the comparatively level stretch of track flattened the wheels from one to two and a half inches. It was believed that the straight stretch of track was an important factor in keeping the locomotive from tipping.

As the train ground to a stop, the broken side rod continued to hit a succession of railway ties, causing a series of jolts which shook up many of the passengers. Some were thrown from their seats but none were injured.

## Crew Of Train Members

Of the crew on the Toronto-Montreal pool train were:

Harry Hamlin, engineer, 71 Cedar street, Belleville, Ont;

Fred Bonter, conductor, Trenton, Ont.;

Benjamin Shyers, brakeman, Brockville, Ont.;

J. Collins, brakeman, Brockville, Ont.

## CNR Statement

J. R. Wilson, CNR divisional superintendent at Belleville, in speaking of the delay of the Toronto-Montreal pool train, told The Citizen a broken side rod on the engine forced the brakes into "emergency." As a result, all the wheels on the train were clamped in a skid.

The train ground to a halt at Mallorytown, a village some 13 miles west of Brockville.

After a delay of an hour and a quarter at Mallorytown, the train got underway and proceeded slowly into Brockville for repairs and a changeover in engines.

Mr. Wilson said that a "mechanical failure" such as a broken side rod didn't happen "often." There was no special explanation for its shattering near Brockville Saturday night.

## Tells of Experience

Speaking to The Citizen, Frank G. Patten, secretary-treasurer of the Collegiate Institute Board, said: "I felt a bit of a roll as if the weight of the car was swinging first to one side and then the other. Then the brakes went on and the train pulled to a stop.

"People aboard the train were confused as to what happened but there was no serious commotion.

"I walked to the front of the train and saw where a chunk of steel from a broken piston rod had punctured the illuminating gas tank under the carriage of the baggage car.

"After a wait of well over an hour, the train proceeded into Brockville where all the passengers were loaded aboard another train. The special train arrived in Ottawa three hours late.

"Not until word came back from the people who had viewed the engine did passengers slowly begin to realize that they had narrowly escaped a possible upset," Mr. Patten concluded.

## A Horn With a Voice of Doom.

The Canadian National Railways' new Diesel locomotives, operating on the main line and not yet seen (or heard) in Ottawa, have a feature that is causing not a little talk along the St. Lawrence waterfront. It is a horn of prodigious volume and shattering impact.

An official of the railroad said in Brockville the other day that the Diesels, have to meet a ruling of the Transport Board that each be equipped with a horn that can be heard in an automobile with its windows closed at a distance of two miles. The horn, moreover, must have two vents, facing fore and aft the latter, presumably, for the benefit of motorists who go about butting the 52nd car in freight trains.

It is the firm conviction of the people of North Cornwall, says the Cornwall Standard-Freeholder, that builders of the horns have not skimmed on the specifications. Not only can the Diesel be heard in a closed car two miles away but it can, says the Cornwall paper, "knock a sound sleeper out of bed at the same distance despite the protection of double windows". The blast of the horn we are told, is "cataclysmic, the forerunner of the crack of doom", and the Standard-Freeholder goes on:

"Its raucous, blast sounds like a cross between the bellow of an enraged bull and a disappointed foghorn - farmers run for their pitchforks and ex-sailors start looking. ... It is at night that the ire of citizens is roused by the blast of the horn of progress. Bedevilled by the approaching blast and haunted by the echo of the receding train, residents are just settling back to sleep when another horn blast is heard from two miles away."

Sounds like a dreadful device, but at least it should convey word to even the most casual driver approaching a level crossing that there's danger abroad.

## Automobile Hits Train

KINGSTON Two men were injured early today when their early-model automobile was in collision with an east-bound Canadian National Railways freight train 16 miles northeast of here.

Railway officials said traffic on their main line to Montreal, blocked by the wreck, would be resumed by noon.

The men were: Lloyd Graham, 24, of Kingston Mills, and Harold Chase, 27, of Joyceville. They were brought to hospital here where Graham was treated for abrasions and Chase for fractures of the right arm and left leg.

Eleven freight cars were derailed in the accident. Railway officials say the 1929 light-model car struck the center of the fast-moving 65-car train.

## Two Trains in Collision at Gananoque Junction

GANANOQUE, Ont. A Diesel locomotive and several freight cars were damaged, when two Canadian National ' Railways freight trains collided late yesterday at Gananoque Junction, 15 miles east of Kingston.

No one was hurt as one freight train, backing up, smashed into the locomotive of a following freight. The caboose, two covered hopper cars, two boxcars and an open hopper were derailed and the locomotive of the standing freight was damaged.

The crew of the standing train's engine jumped before the crash.

Both West-Bound

Both freights were westbound and the first was flagged to a stop a half-mile west of, Gananoque Junction, three miles north of the main Toronto-Montreal CNR line. The second freight stopped at the junction.

While the engineer of the second freight entered the station for orders his fireman saw the first train backing up around a curve. He blew the warning horn and Jumped just before the crash.

The caboose of the first freight was driven over the locomotive of the second, tearing the top off the locomotive cab.

The caboose caught fire, but there were no trainmen in the rear section of the moving freight. The Gananoque Fire Department extinguished the flames.

A wrecking engine and crew was ordered from Belleville to clear the track.

All the crew of both trains are from Belleville. Robert Davis was conductor of the first freight, with Engineer Thorman Cathers and Fireman Burtin Salisbury. The second freight was manned by Engineer Sandy Charlton and Fireman C. G. Mathers.

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.

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, three 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.

03/12/1951 *Ottawa Citizen*

Kingston (CN)

## Train-Truck Crash Delays CNR Traffic

PRESCOTT Westbound traffic of the Canadian National Railway's main line was delayed two hours at: noon Saturday, when a laden gravel truck stalled on a crossing one mile west of here and was hit by an east-bound freight train.

The truck, owned and operated by Lawrence Quinn, Prescott. was southbound on the Blue Church Road with four yards of gravel for the CIL plant under construction at Maitland.

The crossing makes a slight raise in the roadway and the truck stalled on the south tracks. Seeing the freight rounding a curve from the west, Quinn tried frantically to get his truck clear but was forced to jump about a minute before the crash.

The freight, a Diesel-drawn string of considerable length, was in charge of Engineer D. G. Worth of Brockville, and Conductor J. A. Trudgeon of Montreal. The engineer told investigating police officers that he saw the stalled truck and signalled several times, but when it was evident that it wasn't moving, he applied the brakes, but the heavy train carried the truck over 375 feet before coming to a stop. The dump truck jack-knifed on the front of the Diesel, the rear of the dump body tearing up ties and twisting the rails on the north set of tracks. The truck was a complete loss.

The westbound passenger train, due out of Prescott at 11.35 was held up until 1.45 p.m., when it was given a clearance over the south tracks, used for eastbound rail traffic. The track was repaired shortly after with westbound traffic returning to its usual right-of-way but proceeding at caution pace over the repaired portion of the track.

Investigation was made by Cpl. M. E. Armstrong of the Prescott detachment of the provincial police.

16/05/1952 *Ottawa Citizen*

Kingston (CN)

Cornwall

Montreal - Romeo Morin, 46-year-old railroad employee 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.

10/07/1952 *Ottawa Citizen*

Kingston (CN)

Kingston

## Fire Hose Used On Blaze Sliced By Passing Train

By The Canadian Press

KINGSTON A train sliced through a hose on the tracks while firemen fought a \$200,000 fire yesterday at Elder Bottling Works. Col. James Ross, public utilities commissioner, said he tried to flag the train but the engine steamed through to the station without stopping.

25/11/1952 *Ottawa Citizen*

Kingston (CN)

Cornwall

## Bus Barely Misses Train

Special To The Citizen CORNWALL A busload of children and adults missed death or serious injury, by inches Monday (24/11) when the bus stopped on a level crossing here in the path of a speeding freight train.

The driver was momentarily confused when the automatic crossing gate hit the front of the bus as the vehicle started across the tracks. He regained his presence of mind as the children started to scream about the oncoming train, a passenger said, and calmly drove ahead.

"I am sure he intended to crash the other gate if he had to," said Mrs. F. F. Perishing of Cornwall, "but it was lifted just in time.

"We got across about two feet in front of the train. It was awful, the children were screaming and the train whistle was blowing. Thank God that bus driver kept his wits about him."

The driver, Vernon Cooke of Cornwall, was commended by his company, the Cornwall Street Railway. Light and Power Company for averting possible tragedy.

## Woman Hurt At Crossing

By The Canadian Press CORNWALL The second train-car crash in 12 days at the Cumberland Street level crossing off the north-west outskirts of the city has put Mrs. Arthur Poitras, 35, of Cornwall, in hospital with serious head injuries.

Mrs. Poitras was a passenger in a car driven by her husband 33, which ran into the side of a slow moving westbound CNR passenger train last night.

## Crossing Unprotected

The crossing is on an ungrade [sic] and is unprotected by either lights or gates. Last Jan. 6 Garnet Lafave, 17-year-old Cornwall truck driver was injured when his panel truck was struck by a CNR freight.

Police said the train had just pulled out of the station, half a mile east of the crossing, when the car plowed into the baggage car, two cars behind the engine.

Fireman Gerald Charlette of Cornwall told police the train whistle was blowing when he saw the car approaching the tracks. The road was reported to be wet and slippery.

Engineer George Day of Montreal reported to investigating officers Cecil Watson and Bernard Arthur, of city police, that he was on the opposite side of the cab and saw nothing.

The car was wrecked and the injured woman was taken from the twisted vehicle by nearby residents. Her husband escaped without injury.

She was brought to Hotel Dieu Hospital where she is reported to be in considerable pain. Further X-ray examinations were scheduled for today to determine the full extent of her injuries.

## Three Persons Meet death In Level Crossing Crash

CORNWALL (Special) A mother, her 14-year-old son and a CNR section workman died in the grinding crash of a speeding eastbound CNR freight train and a tiny English car at a level crossing at Wales late yesterday afternoon. Wales is 10 miles west of Cornwall.

The father of one victim and the husband of another is in critical condition in Cornwall General Hospital.

Two young boys of the family involved watched horrified as the 80-car freight crunched their parents' car into an unrecognizable mass of twisted metal.

They had rounded the corner of their home, a scant 75 feet from the crossing.

## The Dead And Injured

Killed were Mrs. Elizabeth Watson, 42, of Wales; her son, Groulx, and Harry Martin, 37, Wales, sectionhand, residing at nearby Dickinson's Landing.

William Watson, 47-year-old section foreman, is in hospital suffering multiple injuries. Hospital officials said today his condition is critical.

The speeding freight, bound from Toronto to Montreal, struck the car as it proceeded south across the double tracks. The party was returning to the Watson home after picking up Mrs. Watson and Groulx who were visiting relatives in Cornwall.

## Train Stops Half-Mile Further

Engineer Joseph Jolander, of Montreal, ground the big steam locomotive to a halt nearly half-a-mile east of the crash scene.

The three bodies were strewn in a ditch along the right of way about 20 feet apart.

A torn woman's magazine, leather mitts, a denim jacket and cap, and a few cents in silver were scattered over the ground.

Police and nearby residents said that the train was probably travelling at 50 miles an hour. It was not scheduled to stop at Wales.

Wreckage of the car doors, fenders and seats was scattered for 1,000 feet along the track. Main portion of the demolished vehicle was about 100 feet from the crossing, practically opposite the Watson home.

Constable William Campbell of District 11, OPP Headquarters, Cornwall, was the first police officer on the scene. He said the wig-wag warning flasher was in operation when he arrived within 20 minutes after the crash.

Henry Laflamme, proprietor of a nearby restaurant and barber shop, was among the first to reach the wreck. He said that Watson, believed to be the driver of the car, was on his hands and knees about 20 feet from the crossing.

"He was conscious when I got to him," Mr. Laflamme stated. "He called me by name, and asked me to help him to the house. He was in very great pain and kept crying 'help me, help me.'"

"Another man and I carried him to the house and laid him on a bed. I loosened his clothing and took off his heavy work boots. I put pillows behind his head and tried to make him comfortable. He kept telling me that he was not high enough, so I let him sit up in the bed.

"I just stayed there until the doctor and ambulance arrived. There wasn't much you could do. I knew that I couldn't do anything for the ones outside."

## Horried Sons Eye-Witnesses

Donald Watson, 10, and his brother Roger, 9, saw the crash. They were returning from a fishing trip at a nearby creek as the car started over the crossing. "I thought Dad was going to make it OK," Donald sobbed through his tears. "Then the train hit the back of the car with a big smash. But I thought he was going to make it. I didn't know what to do."

The children were taken to the Laflamme residence and later to an aunt's home in Cornwall.

J. L. Morris, of Montreal, conductor in charge of the train, stated that he did not know what had happened. He was riding in the tail-end car.

Engineer Jolander said he would report to railway investigators in Montreal.

There were no other witnesses.

The train, first section of freight No. 492, was delayed an hour before proceeding to Montreal. The second section following it was held up for about 35 minutes.

Dr. E. L. Brown, of Aultsville, in Wales visiting a patient, was the first medical man on the scene. He treated Mr. Watson and ordered him removed to hospital in Miller's ambulance, summoned from Cornwall by station agent William Potvin.

Other doctors called to the crash were Dr. M. A. Kelly, of Cornwall, and Dr. C. A. Stewart, Cornwall coroner, who released the bodies.

Investigation is in charge of Cpl. George Nault, of Cornwall. Young Watson, a Grade 8 pupil at Wales Public School, was released from hospital only two weeks ago, following an appendix operation.

## One Victim Railway Worker

Mr. Watson, employed with the CNR for 11 years, has been section foreman at Wales for the past three years. Martin had been employed by the railroad for 18 years.

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# NYC Seeks To Discontinue Ottawa Run

The New York Central Railroad has applied to (he Board of Transport Commissioners for permission to discontinue the passenger service itis now required to give In the winter montha between Ottawa and Helena. NY, Board ot Control today was informed.

The summer service on the line was discontinued in 1951 but the railroad was ordered at that time to operate two trains dally, except Sunday, during the months from November to April.

Board of Control' today referred the matter to the city solicitor before deciding whether the city will oppose the application.

The two trains which would be discontinued are No. 61, which leaves Helena at 7.30 a.m. and arrives In Ottawa at 10.30 a m. and No. 62 which leaves Ottawa at 4 p.m. and arrives in Helena at 6 45 p.m.

The NYC Is submitting to the Board ot Transport Commissioners that a continued decrease in passenger patronage. steadily increasing overhead and recurring annual deficits justify discontinuance of the service

It states that it lost \$19,773 on the Canadian side of its run during six months of 1952 and lost \$15,576 from November, 1052, to April, 1953.

The company said the area affected Is well served by motor buses and private cars. Inconvenience to residents would occur only on rare winter days, at which time the NYC would be ready to help out by putting a passenger coach on Its freight trains

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 waa 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 tha 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.

14/05/1954 *Ottawa Citizen*

Kingston (CN)

Cornwall

# Railroader Charged After Three Deaths

CORNWALL (Special) William Watson, CNR foreman at Wales, has been charged with dangerous driving as a result of a train-car collision April 14 that took the lives of his wife, young son, and a fellow-worker.

Crown Attorney R. P. Milligan, QC, said today the charge was laid following investigation by Ontario Provincial Police. No date has been set for Watson's court appearance, he said.

Watson, 47, was seriously in jured when his light English car was demolished by a speeding CNR eastbound freight train practically in front of his own home. Mrs. Elizabeth Watson, 42, their son, Groulx, 14, and Harvey Martin, 37, a section hand, died in the crash.

Watson was confined to hospital for some time but has been released.

25/05/1954 *Ottawa Citizen*

Kingston (CN)

Brockville

# Melvin Purvis, 29 , Killed As Auto Rams CNR Freight Near Brockville

BROCKVILLE (Special) Melvin Purvis, 29, was killed near here early Sunday morning when his car smashed into the rear of a mainline CNR freight. A brake-man suffered minor knee injuries and all west-east traffic was held up for several hours when the impact left the caboose of the train straddling the double track. The accident occurred in the Caintown area a few miles west of Brockville shortly after one a.m. Sunday. Purvis was driving a 1950 model car and apparently did not see or hear the freight. He had the misfortune of hitting car Number 71 of a 72 car freight. His car was swung around and rolled end over end several times. The car was dragged about 36 feet and .Purvis was thrown 26 feet from the car. He was still alive when rushed to Brockville General Hospital but died shortly after admittance. He had been travelling alone in the car.

The two ends of the freight were derailed. The box car which was struck by the auto ended in the ditch and the caboose was swung around straddling both lines of the double track main line. Heavy holiday traffic was held up for several hours before the caboose was removed.

Brakeman Clarence McGrayne of Belleville suffered minor injuries to the left knee as a result of the impact. John Duncan, also of Belleville, was the engineer.

The accident victim is a son of Mr. and Mrs. Claude Purvis of the Mallorytown district.

# Caption to Photo

Crossing Tragedy - Wreckage of the new-model car in which Melvin Purvis, 29, of Mallorytown, was killed early Sunday morning, is shown above. Purvis's car crashed into the 71st of a 72-car freight train near Brockville in the early morning daness. He died shortly afterwards.

25/05/1954 *Ottawa Journal*

Kingston (CN)

Brockville

# Car Rams Freight,

# Junetown Man Fatally Injured

BROCKVILLE, May 25. (Special) Melvin Purvis, 29, of nearby Junetown, Ont., suffered fatal injuries early Sunday when his late-model automobile struck the 71st car of a 72-car Canadian National Railway freight train at the Caintown crossing, 13 miles west of here. Mr. Purvis died two hours after the crash in St. Vincent de Paul Hospital, Brockville. Two railway cars, the cars struck by the automobile, and the caboose, were derailed by the impact and traffic on the Montreal to Toronto Line, was held up tor five hours, a brake man, Clarence McGrayne, 41, of Belleville, suffered laceration to the left knee. Mr. Purvis was northbound when his automobile struck the side of the eastbound train. Mr. Purvis was unmarried and was the only son of Mr. and Mr. Claude Purvis, of Junetown, who survive, other survivors are two sisters, Mrs. Bert King (Muriel), Vancouver, and Mrs. Harold Pool (Joyce), Whitby, Ont. Funeral services are to take place at the Purvis home this afternoon with interment at Union cemetery, Lansdowne, Ont

15/09/1954 *Ottawa Citizen*

Kingston (CN)

# Level Crossing fatlity Scene

The lives of a Cornwall man and his young wife were snuffed out when their car was demolished by a speeding freight train at Nine Mile Road crossing on the CNR main line near Cornwall early Wednesday morning. Douglas Hollenbeck, 26, (inset upper left), was taking his wife, Anneite, 23, (inset lower right), to board a bus for work at RCA plant in Prescott when diesel engine hauling 35 cars smashed into their automobile.

Wreckage was strewn along a mile of right-of-way. Photo by Ken Gosling

Express Slams Eastview Car, Occupants Escape, 40 Injured

Call It Miracle No One Injured

RIVIERE BEAUDETTE, Que. (CP) A highballing Toronto-to-Montreal passenger train smashed into a stalled car at a level crossing here Sunday night and sent nine cars spewing crazily off the track.

The auto was occupied by two ex-servicemen from Ottawa and Eastview and an Ottawa girl. They were Gerald Sincennes, 25, of 89 Marier Road, Eastview; Fernand Parent, 26, of 137 Beechwood, and Jacqueline Carriere, 24, of 97 O'Connor Street. All escaped uninjured when they leaped into a ditch as the train hit.

Provincial police estimated the number of injured at 40 but only about half of these required hospital treatment. Eight were detained in hospital at Valleyfield, Que., and another two at Cornwall, Ont.

Hack Way Free with Axes

Passengers who hacked their way out of overturned coaches with axes agreed it was "a miracle" that no one was killed. One car overturned completely and came to rest on its roof. Another crashed on its side while the other seven teetered at weird angles beside the track.

Gilles Bourbonnais, 52-year-old police constable of this village three miles east of the Ontario border, pulled six persons out of the wreckage after smashing through a window.

The train pool No. six left Toronto at 4 p.m. and was due at Montreal at 10.15 p.m. Among its passengers were several McGill University students and five football players returning from the Saturday game against Toronto Varsity.

They said the accident came as "a series of jolts. Then, we looked out and saw nine cars derailed."

The students were seated in two of the six cars that remained upright after the crash. The engine also held to the track, grinding to a stop more than a half-mile away from the crash.

The three occupants of the car jumped clear before the train struck.

Sincennes told police he was driving from Montreal. He drove slowly as he neared the track and his car stalled just as it reached the crest of the small incline.

Tried To Push

He looked out and saw the train approaching about a mile away. Sincennes and the other two occupants of the car Parent and Jacqueline Carriere, his fiancée- tried to push the vehicle across the track but were unable to budge it.

The impact was so great that part of the car remained pasted to the front of the locomotive when it came to a stop. Some 300 yards of track were uprooted as the cars wavered and then plunged off.

Five coaches, a baggage car, two parlor cars and one diner were derailed. Passengers in the two coaches nearest the front bore the brunt of the impact as the cars flipped over.

Police said a number of passengers were treated on the spot for cuts and bruises by the local druggist, who was called to the scene with first-aid supplies. They were then loaded aboard a special fleet of buses for Montreal.

Driver tells how trio missed death

By Norma Campbell Citizen Staff Writer

Gerald Sincennes, 25, of 89 Marier Road, Eastview, said to day that the engine of his 1949 automobile stalled just as the warning signals started to operate on the CNR crossing at Riviere Beaudette.

Still suffering from shock, Sincennes said that it was not until two hours after the crash that he was able to realize that his friends Jacqueline Carriere, 24, and Fernand Parent, 26, both in the front seat of the car with him, were still alive.

Sincennes expressed gratitude that there was not a high toll in the wreck of the fast Toronto-Montreal passenger train which struck his car.

Two In Hospital

Two Ottawa district people are in hospital. Marvin Place, Prescott, and Jean MacGillivray, Cornwall, were among the 40 hurt.

Sincennes and his friends missed death only by seconds in the unhappy ending to a Sunday afternoon drive.

The three had just left the home of a friend, just near the crossing. As the car got onto the tracks, it stalled.

"Just then the signal started," he said. Parent got out and tried to shove the car backward but it appeared to be locked. The two men then realized that it was a fast train and there would be no chance for it to stop in time.

Girl "Frozen"

"I yelled to the two of them to get out," Parent said today. "Gerard realized he couldn't pull the girl under the wheel and out the driver's door. She was just frozen,

"I reached in the door where I had been sitting and literally pulled her out and threw her into the ditch. It was about four feet away. I went in after her. Just as I did so a great piece of something or other missed my head by inches."

Parent thought the whole episode took hardly a minute.

Today Miss Carriere is still suffering considerably from shock.

Father, Son Escape As Car Hits Train

IROQUOIS (Special) Two persons, a father and his infant son, escaped serious injury Saturday night in a car-train crash at the Carman Road crossing at Iroquois.

George Fowler of RR2, Iroquois, was travelling north on the Carman Road with his five-months-old son, John, as a passenger in his car when it slid into the side of a west-bound freight train at the crossing about 7 30 p.m.

Both Mr. Fowler and his son were shaken up but did not require hospital treatment. The car was badly damaged.

The car driver saw the train as it approached the crossing, applied his breaks but, because of a thin film of slippery snow on the road, the car slid into the locomotive. The steps of the locomotive caught the front of the car. The train went on for a short distance and the first freight car caught the front of the auto again.

Fortunately for the car's two occupants, the train was travelling slowly at the time.

Constable Eric Zalman of the Morisburg [sic] detachment of the Ontario Provincial Police investigated.

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.

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The triple-fataity happened in the St. Lawrence Seaway village of Moulinette on a county road about a quarter mile south of Highway No. 2.

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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.

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Error caused City woman's train death

Brockville, May 10. - local police and CNR officials from Montreal this morning opened an investigation into the train crash here yesterday afternoon which resulted in the death of Mrs. Robert Crummy, 58, of 588 Chapel Street, Ottawa.

18-year-old yard helper who had only 40 hours railway experience told police he had misunderstood orders and "threw a switch" in the path of the Toronto-bound train.

Speed of the 12-car train was estimated at 40 m.p.h., when the error shifted it from the main line to a siding. It ripped up some 60 feet of railway track, before colliding with the engine and Ottawa coach.

Crown attorney Howard Atkinson set today an inquest will be held within two weeks, although no definite date has been set.

The coach in which Mrs. Crummy suffered fatal injuries had been taken from a train from Ottawa and was to have been attached to the express to go on to Toronto.

Seconds before the crash occurred, Mrs. Crummy rose from her seat in the standing coach. The impact threw her violently and her head struck a seat. She suffered severe head injuries from which she died an hour later without regaining consciousness.

No other passengers in the coach were hurt, but 30 passengers in coaches on the express complained of wrenched necks, bruises and lacerations. None required hospital treatment, however.

The engineer and fireman of the diesel engine, Martin Sheridan and Robert Gifford, both of Brockville, jumped clear when they saw the express bearing down on them.

Taken to hospital.

After the crash which occurred about 1.15 p.m., Mrs Crummy was taken to hospital by ambulance. She died there about an hour later.

Coroner Dr. C.S. McPherson, of Prescott, was called in following her death since the Brockville coroner, Dr. H. E. Preston, is also a railroad doctor. The express was delayed for repairs following the crash and left for Toronto about two hours behind schedule.

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Misunderstands Instructions, Causes Wreck

BROCKVILLE (CP) - Howard Richardson, 18, of Bathurst, N. B., who has about 40 hours' experience as a switchman, today told investigators into a train collision here Wednesday that he misunderstood instructions and threw a switch in the path of a Toronto-bound Canadian National Railways passenger train.

The train was sent head-on into a parked diesel engine, and a CNR passenger coach.

Mrs. Robert Crummy, 58, of Ottawa died of a head fracture and 30 other passengers were shaken in the crash. Investigators said the Toronto-bound train was travelling about 40 miles an hour when it hit the switch and went into the siding off the main line. It ripped up 60 feet of railway tracks before colliding with the parked engine and coach.

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 herd 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.

Train Kills Young Boy

CORNWALL (Special)-An eight-year-old boy was hit and killed by a westbound through freight yesterday, when he ran across a CNR main line crossing.

The youngster, Henry Bies, who arrived from The Netherlands, four years ago, died of severe head injuries.

Dr. C. A. Stewart, Cornwall coroner, said that the boy, apparently on his way to a nearby river, died after the train hit him. Speed of the train was estimated at 40 miles per hour.

The train crew was apparently unaware of the accident, police said. The crew learned of the tragedy when the train reached Brockville.

## Two Escape As Transport Hit By Train

PRESCOTT (Special) Two men had a narrow escape here at 10 o'clock Friday night when a heavy Smith Transport vehicle, loaded with aluminum bars, was struck by a freight train at a CNR level crossing on Edward Street.

## Minor Cuts

R. D. Leger, of Montreal, driver of the transport, and a passenger, Stedney Smith, also of Montreal, suffered only minor cuts and bruises when the locomotive struck the tractor part of the vehicle. The train was travelling at slow speed at the time.

Police said that the wig-wag signal system at the crossing had been reported out of operation shortly before the mishap. It is believed that the crash may have been due to that.

The train was in charge of Conductor J. D. Bouchard, and Engineer J. Running, both of Brockville.

The accident was the second level crossing crash in which Smith Transport vehicles were involved within 24 hours. On Thursday a transport was demolished by a passenger train in Renfrew, and the driver also escaped unhurt in that mishap.

27/08/1956 *Ottawa Citizen**Kingston (CN)**Brockville*

## Trucker Killed By Fast Train

By The Canadian Press BROCKVILLE Truck driver Duane King, 19, was killed Saturday when his empty dump truck collided with a passenger train at a level crossing 10 miles east of here.

His mangled body was found lying between the east and westbound railway tracks.

King, of nearby Crystall Rock, was one of seven truck drivers travelling in a convoy to a sand-and-gravel pit. Three had crossed the railway tracks before King's three-ton truck collided with an east-bound pool train en route to Montreal.

The impact sheared the cab from the dump truck. Parts were scattered for 75 yards.

30/08/1956 *Ottawa Citizen**Kingston (CN)**Iroquois*

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 out of the 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.

02/04/1957 *Ottawa Citizen**Kingston (CN)*

## Two Trains Wreck Jeep, Driver Jumps

PRESCOTT (Special) Sandwiched between the eastbound Canadian National Flyer and a slow-moving westbound freight, a motor jeep operated by Gary Dewar, 17, of Prescott, was reduced to a twisted mass of steel, at the Edward Street crossing Monday evening.

Dewar, who jumped to safety after striking the freight first, escaped with a gashed forehead and spent the night in Brockville Hospital.

The youth was driving the jeep north on Edward Street and apparently failed to notice the wigwag, or presumed that the slow-moving diesel-engined freight was not moving. His car struck about three-quarters back of the front of the locomotive and lost its left front wheel. Unable to move the vehicle, he stepped back and waited helplessly while the Montreal-bound passenger express approached five minutes later.

Trainmen were able to warn the engine crew of the flyer sufficiently to slow it down but not before the jeep was jammed between the two trains.

22/04/1957 *Ottawa Citizen**Kingston (CN)**Morrisburg*

## Fear Man Fell From CNR Train

CORNWALL (Special) Ontario Provincial Police were striving today to identify the body of a man found beside the CNR tracks two miles west of Morrisburg Sunday afternoon.

The man is described as about 25 years old, and fairly well dressed. Approximately \$12 in cash, and a railroad ticket stub, dated at Toronto, was found in the clothing.

An autopsy performed at Cornwall General Hospital by Dr. William Shannon disclosed that death was due to broken neck.

So far there has been no indication of foul play.

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)

21/08/1957 *Ottawa Citizen**Kingston (CN)*

The old CNR double track rail line from Toronto to Montreal ran through what is now the battlefield memorial park. All trains ceased to run on these lines on Sunday, July 20 and the next day, workmen were tearing up the rails and signal system. The old rail line is destined to be made over into a section of new No. 2 Highway.

29/08/1957 *Ottawa Citizen**Kingston (CN)**Lyn*

"Frozen" Girl Pushed Clear Of Fast Train ,

LYN (Special) The presence of mind of a 19 -year-old Lyn girl averted possible tragedy on a CNR trestle recently. Lyn is about five miles west of Brockville

The girl, Carol Davidson, daughter of Mr. and Mrs. Mel Davidson, and two other girls had been walking in a field when they became alarmed by a bull and fled onto the railway tracks. As they were crossing the trestle, two miles south of Lyn, a train approached.

The three, Carol, her cousin, Maureen McGinnis, 12, of 247 Presland Road, Ottawa, and Louise Kilmury of Lyn, began to run. However, Maureen slipped, then apparently "froze".

Carol ran back, grabbed Maureen, and was able to push her to safety seconds before the train roared past.

04/10/1957 *Ottawa Citizen**Kingston (CN)**Prescott*

Train Hits Bus-Diner At Crossing

PRESCOTT (Special) - A portable diner operated by William Hicks, 292 Lisgar Street, Ottawa, was completely demolished by an early morning express train at the Edward Street crossing of the Canadian National Thursday. The diner, converted from a 1939 model passenger bus, was returning to Ottawa when it stalled on the four-track crossing. Hicks and his unidentified helpers tried to push it to safety but when the safety signal indicated a train approaching the diner was left to its fate.

The train, a diesel powered express freight eastbound, scattered the wreckage of the old bus over a half-mile of track, the train was in charge of R.J. White, conductor, and engineer E. Brunet, of Montreal. Investigation was in charge of constable John Ongarato, OPP.

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. Correction 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 out 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.

11/12/1957 *Ottawa Citizen**Kingston (CN)**Iroquois*

Five Escape When Train Crashes Car

IROQUOIS (Special) Five CNR employees, all from Montreal, had a narrow escape when their car stalled on a level crossing a half-mile north of here this morning, and was demolished by a westbound CNR freight train.

The driver of the car had applied his brakes to bring the auto to a stop as the train approached, but the vehicle skidded onto the crossing and the motor stalled.

The five men, who are signal mechanics employed installing electric warning signs at crossings along the new No. 2 Highway in this area, jumped clear without difficulty when they saw the train was going to crash into their car.

Train-Car Crash Kills Former Cardinal Reeve

CARDINAL (Special) Harry V. Redden, 69, former reeve of this village, was killed Friday when his car was demolished by a train on his farm north of old Highway 2 three miles west of here.

Police said the extreme cold had frosted his auto's windows impairing his vision.

Redden was heading north on his property in his 1956-model car when an eastbound CNR freight hit it at about 45 miles an hour.

Thrown From Car

He was thrown from the vehicle which was dragged along the tracks and torn apart. The accident occurred shortly before 3 p.m.

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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.

Hit By Train Man Killed

LANSDOWNE (CP) Reece Webster, 85, was killed today when struck by a freight train while walking over a level crossing in the center of this community 12 miles east of Gananoque. A retired rural telephone manager he had been en route to visit his brother.

Gananoque Club Meets Aboard Train

GANANOQUE (CP) Members of the Gananoque Rotary Club, meeting on a train to help increase an average of nine passengers a run, heard Monday that railways are still "very much alive" as a passenger-carrying medium.

The club held its regular luncheon meeting aboard the Thousand Island Railway, which links this town 17 miles east of Kingston, with the CNR main line. The four-mile run is believed the shortest in the world. Passenger service was almost discontinued last fall because of the small average. G. Harry Walker of Toronto, CNR district passenger agent, said an annual saving of 290,000 train miles was made as a result of discontinued runs in 1957. The TIR's night service was halted two months ago.

"The railway changes, adjusts to conditions, retrenches, strengthens itself and concentrates on those areas where improvement will bring the greatest return.

"No one can reasonably expect us to maintain a losing proposition in perpetuity when other services which are profitable are crying for improvement and modernization."

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 dwindle to an average of four per trip - forced the Canadian National Railway to eliminate the run.

Farewell To 'THE MOCCASIN'

Today the term "moccasin" loses the special meaning it has had for many local people. The older generation in Cornwall and along the Front considered "The Moccasin" part and parcel of their lives.

This Canadian National passenger train was one of the oldest trains in Canada keeping substantially the same schedule. >From the first day of public use of the rail line through the St. Lawrence Valley 103 years ago, "The Moccasin" has made its regular run between Brockville and Montreal.

For several years it has been only too clear that the Moccasin was too poorly patronized to pay its way. With mail services by train withdrawn in many places, the threat to its continued existence was real and immediate. Today it makes its last run.

Not many years ago, this train was one of the chief means of local transport. It was convenient to go into the city in the morning and out again on the noon or afternoon local. But after the Moccasin became the last passenger train offering local service, using it meant too long a day in town for most people, and either bus or automobile provided more convenient travel.

We are sorry to see the last vertige [sic] of local passenger service disappear, and the effect on residents of many small settlements will be one of inconvenience. There will be less work for railway personnel as well.

Since the train itself is gone, it is unlikely that anyone will ever resolve the controversy about the origin of its quaint name. Likeliest story is that once it was patronized heavily by Indians from Caughnawaga and St. Regis. People from the city or recently from Europe, were impressed by their strange passengers and the name lasted for longer than the wearing of native footgear for train travel.

"The Moccasin" never has any claims to elegance, and most of the slender shreds of glory that clung to it vanished two or three years ago when it became diesel-powered. It was occasionally steam-powered at the last, but with a diesel it assumed an almost shame-faced look.

But at least its name gave it a distinction, and local people were proud of it though they seldom used it to go to Montreal. Comparatively, prosaic trucks will carry its modest load of express matter, and local train service will become only a memory.

Tired Moccasin Fades Out - Link With Old Days Snaps

In the waiting crowd at every railway station are two types of people - those who have come to catch a train and those who are seeing off a friend. The train figure at Cornwall C.N.R. station on Saturday night fell into the second category. But the "friend" he was saying goodbye to answered his "Bon Voyage" with a mournful hoot.

A train's long and useful life was at its end and Mr. G.L. Smith of Cornwall Commercial College was chief mourner.

Behind him in the warm air-conditioned comfort of the waiting room sat the unheeding passengers. For them, this was just "the train to Brockville." But to 80 year-old George Smith, veteran Cornwall school teacher it was a sad moment. To him the impersonal voice of the announcer sounded like a death knell...the severance of a link with his youth.

In 1855 the Moccasin left Montreal for its first journey to Brockville to start a service which the Montreal weekly Gazette announced would be of "great value to Montreal in extending the period of the fall trade which heretofore was always too soon closed by the frost.

Forty years later at the age of 18, Mr. Smith first travelled on this train to Montreal - "can still remember that trip as though it were yesterday," he recalls. "We've both grown older since then. I've taught 18,000 pupils and she carried millions of passengers."

Lorne Perry of the C.N.R. P.R. Department was aboard the ageless locomotive and he too was in a reminiscent mood.

"Six days a week for the past 103 years, this train has covered the same ground, covering a total of some 4,000,000 miles.

"Now it will be stored in Montreal in running condition for about six months, to be used in emergencies; after that it will probably be scrapped" he revealed.

He was unable, however, to predict the fate of the station agents at Bainsville, Lancaster, Long Sault, Summerstown, Ingleside and other points en route.

"Although there will no longer be passenger trains passing through, there will still be the freight trains," he said.

A party of members of the Canadian Railroad Historical Association, who travelled as far as Cornwall on the train spoke glowingly of the "fine turn-out" at River Beaudette.

Arch Foe

"The Moccasin" has always lived in an atmosphere of competition. Its first competitors were the river boats whose route is paralleled. The steamboat operators regarded the train as an interloper, a fad, and promptly started advertising the sumptuous [sic] cabins and fine food aboard their vessels, stressing the safety of river travel.

However, "The Moccasin's" selling point was its speed, slow by today's standards at 22 miles per hour, but fabulous in 1855. "The Moccasin" won this round with its competitors but didn't do so well with others.

In the early part of this century "The Moccasin" carried a heavy load of milk into Montreal every day but in recent years, highway trucks have taken it all. Passengers, at one time filling every seat on the train, have found that the automobile better suits their requirements and "The Moccasin" has been left with no reason for survival. C.N.R. officers viewed the train's chronic losses with dismay and decided that the end must come.

Wood Burner

When "The Moccasin" first started running, it was probably pulled by a diminutive wood-burning locomotive called a "Birkenhead", so called because it was built in Birkenhead, England. It has four small leading wheels, for large driving wheels, a long pointed "cow-catcher" and a giant spark-catching smokestack.

Behind it were four cars - a baggage car and three coaches all painted bright yellow, the Grand Trunk's colour scheme at the time. They were similar to the coach in C.N.R.'s Museum Train, with open vestibules, very small windows, coal oil lamps and a huge box stove at one end.

"The Moccasin" has been a local train for all of its life. It stopped at every station and seldom carried through passengers. In the early days its arrival in town was the major event of the day; the townspeople showing great curiosity as to who might be disembarking.

By the time the railroad came along in 1855, the area was well settled. Towns like Coteau, Cornwall, Morrisburg and Prescott were thriving market towns with good port facilities. Travelling salesmen (or "drummers"), merchants en route to negotiate timber, itinerant workers who moved with the seasons, used the train regularly, and on market days the train would be filled with buyers and sellers for a few miles on either side of the market centers.

No Ladies

Ladies did not ride the train in those days; they preferred the seclusion and comfort of the steamer cabin. Families settling in the area would also be inclined to travel by river.

The baggage car was loaded with a variety of merchandise on every trip, most of it household necessities. Barrels and boxes of crackers, molasses, tea, coal oil, dried fruits, and flour were mixed with mail sacks, and other items that required speedy delivery.

The train crew was similar to that of today but their jobs have changed. The fireman earned his living tossing three-foot hardwood logs into the hungry firebox. The engineer started and ran his train much as he would today but when it came to stopping, he had to whistle to the brakemen riding the open vestibules of the coaches, and they cranked the brake wheels until the train came to a stop. The conductor no doubt had troubles with Indians who didn't speak English and seasonal laborers who couldn't afford the fare.

Keeping on schedule was also a problem for the train crew because each town reckoned its time from the sun; this was before Sir Sandford Fleming invented time zones.

Financial loss to the amount of approximately \$132,000 annually is the reason for the discontinuation. In order to continue serving the Brockville, Cornwall, Montreal section, The C.N.R. will inaugurate a truck service between Cornwall and Brockville and Cornwall and Montreal. Also, other trains running on the Brockville line will be utilized to ensure the public as good or better service than they had with the "Moccasin Train."

In addition to the articles above is the following notation: The engineman of the last Moccasin heading east was Mr. Paul Luciuk, and the conductor was Mr. Rene Duchaussoy. On the last Moccasin heading west were Mr. Lorne Perry, Public Relations Department of the C.N.R., Mr. J.H. Easton, Assistant Superintendent of the St. Lawrence Division, C.N.R. and several members of the Montreal Branch of the Railroad Historical Society.

## Near Own Home

## One Killed, Two Hurt In Train-Car Collision

PRESCOTT (Special )-A Prescott man was killed and two young daughters critically injured in a CNR level crossing accident within sight of their home here yesterday.

John Rodney Rupert, 33, was instantly killed, and his two daughters, Ruth, 4, and Joan, 2, are in a Montreal hospital in serious condition after an east-bound CNR freight struck the Rupert car and dragged it 95 feet along the track.

All three were thrown from the car when it struck a signal box along the railway right-of-way. Rupert's body was found 20 feet from the signal box and his two daughters were found, one on each side of the wrecked automobile.

Cpl. Tom Conaway of the Prescott Police Department said Rupert was returning home from a trip to a downtown drugstore after buying medicine for his third daughter, Lorna, who is ill with measles.

The Rupert home is only a few hundred yards from the scene of the accident.

Engineer Hugh Foss of Brockville told police he saw the Rupert car approach the crossing. The engineer said the car started to make the crossing, then stopped and attempted to back up. He said there was not sufficient time to stop the train.

The 3-engine diesel freight was enroute to Montreal with 102 box cars.

The Rupert children were taken to Brockville General Hospital and later transferred to Montreal Neurological Institute.

10/11/1958 *Ottawa Citizen**Kingston (CN)**Prescott*

## Tot Dies After Crash At Crossing

Ruth Rupert, 4, one of two small sisters seriously injured when their father was killed in a car-train crash at Prescott last Thursday, died in Montreal Neurological Hospital early Sunday morning.

Her two-year-old sister Jean is still in critical condition in the same hospital. Both underwent surgery for fractured skulls received in the accident in which their father, John Rodney Rupert, 30, of Prescott was killed.

The father and two little girls are believed to have been on their way to their home, located north of the CNR tracks, when the car was struck by a 102-car diesel powered freight train.

18/11/1958 *Ottawa Citizen**Kingston (CN)**Prescott*

## Injured Girl Recovering

Two-year-old Jean Rupert of Prescott, who was badly injured in a train-car crash near her home over a week ago, is making slow but steady recovery at Montreal Neurological Hospital.

Hospital authorities told The Citizen today that the little girl appears to be out of danger but facing a long period of recuperation.

Her father, John Rodney Rupert, 33, was killed in the crash. A sister, Ruth, 4, injured in the crash, died at the Montreal hospital after emergency head surgery failed to save her life.

25/06/1959 *Ottawa Journal**Kingston (CN)**Lancaster*

## Derailment 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 morniig, by wrecking crews from Montreal. The overnight passenger train from Montreal to Toronto was reported running five hours behind schedule because of the mishap.



(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 ??ed 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.

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Like Broken Paper Bag

The diesel engine pulling the local freight jumped the track after the impact. The first boxcar jack-knifed into the side of the diner, trapping the injured and tilting the smashed car on a precarious angle.

Indications of the CNR's view of the seriousness of the tragic accident is the fact that S. F. Dingle of Montreal, vice-president of operations; Jack Stevenson of Montreal, chief of transportation for the entire system; and W. H. Kyle of Toronto, vice-president of the central region, are all on their way to view the scene.

O. Boivin of Montreal, general superintendent of transportation for the CNR, arrived in Brockville this morning to take charge of the investigation.

Mrs. Joan Gresswell, whose home is on Park Street, opposite the scene of the wreck, said she was working in her kitchen preparing the evening meal when she heard a sound like a paper bag being broken.

Blood stained articles of clothing, dishes dining car chairs and numerous shoes littered the area when firemen reached the scene.

Brockville Civil Defence Coordinator Percy Markell, rushed to the scene with a crew of 20 men. Going to work immediately they braced the tilting dining car, preventing it from tipping further while the injured were removed.

Ten doctors and 18 nurses received the injured as they were brought to Brockville General Hospital by ambulance and private cars. Three operating rooms were put to continuous use until after midnight.

As the injury toll mounted, hospital superintendent J. J. Wilson, requested an emergency blood supply from Red Cross headquarters in Ottawa. Mrs. Corbeil and her sister Mrs. Surprenant, who was injured, were to spend this week visiting their sister-in-law in Toronto.

Mrs. Corbeil, a widow, leaves one son, Sylvio of Orleans and two daughters, Mrs. Paul-Emile (Jeanne) Schnupp and - Mrs. George (Cecile)

Chartrand, both of Eastview.

Gordon Patterson is in critical condition in hospital, unaware that his wife was killed in the accident. He retired last June as professor of languages at the University of Toronto.

CNR Still Probing Collision

BROCKVILLE (Staff) - Investigation into Monday night's train collision here, which took two lives, is continuing today following the visit to the scene of three top-ranking CNR officials.

The condition of three critically injured persons in Brockville General Hospital remains unchanged.

They are Mrs. J. Elphege Surprenant, 66, of 335 Third Avenue, Eastview; Gordon Patterson, of 56 Humberside Avenue, Toronto, both passengers, and Bill Veloshanoff of Toronto, CNR dining car employee.

S. F. Dingle, CNR vice-president of operation; J. H. Stevenson, chief of transportation for the entire CNR system, both of Montreal, and W. H.

Kyle, vice-president of the central region, Toronto, visited the scene late yesterday to hear first hand accounts of the accident.

A CNR spokesman said today the railway would issue no statement regarding the reason for the crash until the investigation was complete and the inquest held. No date for the inquest has been set.

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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4 DEAD

Will Hold Inquest Into Crash

BROCKVILLE (Special) An inquest into last Monday's train collision here will definitely be held. District Coroner Dr. G. W. Jones said today, following the death of Mrs. Alphege Surprenant, 65, of 335 Third Avenue, Eastview, early this morning.

The death toll as a result of the crash now stands at four. Gordon Patterson of Toronto, the third victim, died yesterday morning. Bill Veloshanoff of Toronto, still remains in critical condition with severe groin and head injuries.

Mrs. Surprenant died at 4.55 a.m. at Brockville General Hospital, from a fractured skull and multiple internal injuries.

Dr. Jones said no definite date for the inquest has been set.

The train collision occurred last Monday when a freight train knifed into the Ottawa-Toronto pool train as it was being shunted on a Brockville siding. Mrs. Dorothy Patterson of Toronto, and Mrs. Rene Corbeil of Orleans, were killed outright, while 14 persons were injured.

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**Ottawan Leaves Hospital After Brockville Wreck**

Col. A. O. Monk of 295 Fifth Avenue, Injured in the Brockville train wreck of last week which claimed the lives of two Ottawa area women plus a Toronto couple, was released from Brockville General Hospital today.

Still on the hospital's critical list is Bill Veloshanoff of 9 Theresa Street, Toronto. Hospital authorities last night said there is no change in his condition from the time of the accident.

The only other victim of the wreck still in hospital is James Stack. 57, of 547 Victoria Park, Toronto. Mr. Stack, recovering from a broken ankle was described as in good condition.

Mrs. Rene Corbeil, 70, of Orleans and Mrs. Dorothy Patterson of Toronto, died the night of the wreck. Mrs. Patterson's husband Gordon, a retired University of Toronto languages professor, died at 11 a.m. Monday. Mrs. Elphege Surprenant, 66, of 335 Third Avenue, Eastview, a sister-in-law of Mrs. Cornell, died Monday afternoon at 5 p.m.

23/10/1959 *Ottawa Citizen**Kingston (CN)**Brockville***Blame Engineer In Crash**

BROCKVILLE (Special) A coroner's jury today ruled that Engineer John Burns was "negligent" in the operation of his freight train when it collided with another train in the Brockville railway yards on Sept. 14.

**Dismissed**

The engineer has been dismissed by the Canadian Pacific Railway.

There is no indication of charges being laid against him.

Yesterday two witnesses testified Thursday that a "go-ahead green" instead of a yellow caution light was shining September 14, when a freight crashed into a CNR passenger train here killing five persons and injuring more than 20 others.

The inquest, which opened Thursday into the death of one victim, Gordon Patterson, 68, a University of Toronto professor, continues today. Also killed were Mr. Patterson's wife; Mrs. Alphege Surprenant and Mrs. Rene Corbeil, both of Ottawa and William Beloshanoff of Toronto.

A jury sitting under Coroner Dr. George W. Jones heard 24 witnesses and is expected to hear five more today.

John Burns and William Cutting, the engineer and fireman on the freight, both of Brockville, told a coroner's inquest at the United Counties Court House the block signal, which should have been yellow to caution them that a train was moving in the yards, was "go-ahead green" instead.

They said that when they came suddenly upon a red and white "stop and stay" signal at North Augusta Road, emergency brakes were applied, but failed to stop the 19-car train in time to avoid collision with the section of the Ottawa-Toronto pool train on a crossover switch near the Park Street level crossing.

Two Montreal men, and engine crew of No. 15 following closely behind the freight told the inquiry that they had 'hit a yellow eye' at Sharpe's Lane and stopped their train when they reached North Augusta Road.

F. E. Clow, Prescott CNR signal maintainer, told the hearing that complaints had been received early in September from train crews who came through green blocks at Sharpe's Lane only to hit a red-stop signal at the North Augusta Road.

But, according to his testimony, work crews had checked all signals and switches in the Brockville area between then and October 14 and found them to be all working perfectly.

27/11/1959 *Ottawa Citizen**Kingston (CN)**Cornwall***Schoolgirl Is Killed**

CORNWALL (Special) Rosemarie Campeau, 8, of Lancaster, was killed instantly early yesterday afternoon when she was hit by a westbound Canadian National Railway freight train.

The child, on her way to school, was standing in the center of the westline tracks watching an east-bound freight pass.

She apparently did not hear or see the westbound train approaching. Her body was found 200 feet from the point of impact. There is a boardwalk at the railway crossing which intersects Highway 34 in North Lancaster.

She was a student at St. Joseph's Separate School and was living with her guardians, Mr. and Mrs. Lauber at the time of her death.

21/12/1959 *Montreal Gazette**Kingston (CN)**Lancaster***27 Freights Leave Rails, No One Hurt**

A 27-car derailment at 7:03 last night blocked both east and west-bound tracks on the CNR line between Montreal and Cornwall. No one was injured in this freight train mishap.

A Canadian National Railroads spokesman said the train, classified a manifest freight, consisting of three diesel units and 88 cars, was travelling from the Maritimes to Hamilton, Ont.

The derailment occurred just west of Lancaster, Ont., when an axle on the 27th car broke. The car, a fully-loaded gondola carrying steel ingots from Sydney, N.S., to Hamilton steel mills, toppled off the west-bound track, pulling 26 other cars off with it.

CNR dispatchers sent auxiliary emergency crews to the scene from Montreal and Belleville, Ont., to aid in clearing the tracks.

Traffic between Quebec and Ontario was not discontinued, the spokesman said. All regular CNR trains were detoured over Canadian Pacific lines, between Dorval, Que., and Brockville, Ont.

Officials expected the lines cleared and regular service over the Montreal-Hamilton line resumed by early today.

**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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14/04/1960 *Ottawa Citizen**Kingston (CN)**Brockville***FINE TRAIN CONDUCTOR IN CROSSING BLOCKADE**

BROCKVILLE (Special) In the first case of its kind ever tried here, conductor William F. Lasonde, 62, of Richmond, Que., was fined \$25 and costs in police court Wednesday on a charge of blocking a railway crossing longer than the five-minute maximum permitted by the Federal Railways Act of Canada.

Witnesses testified Lasonde was conductor of a CNR passenger train carrying Montreal Canadiens to Chicago for an NHL "semi-final" hockey game March 28, which stopped at the Brockville Station and blocked the Perth Street crossing.

Deputy Police Chief George Runciman, who laid the charge, testified his car stopped at the crossing at 6.08 p.m. and the train did not move out until 6.20 p.m. Lasonde offered no defence, although he told Sgt. Jack Wylie when charged that he delayed departure in order to make sure all 15 coaches on the train had water.

28/04/1960 *Ottawa Journal**Kingston (CN)**Maitland***\$2.5 Million Liquid Air Plant Planned**

Montreal (CP) - Liquid Carbonic Canadian Corp. Ltd today announced it will build, a \$2,500,000 processing plant between Prescott and Maitland, Ont., on a site adjacent to the Brockville Chemicals Ltd. plant now under construction.

The new plant will use Carbon dioxide gas from the Brockville Chemicals operation under a long term agreement and will have capacity to produce 75 tons of gaseous, liquid or solid dry ice a day. It is scheduled to start operations early in 1962.

28/04/1960 *Ottawa Citizen**Kingston (CN)**Maitland***Brockville Area Gets New Plant**

MONTREAL (CP) Liquid Carbonic Canadian Corp. Ltd today announced it will build a \$2,500,000 processing plant between Prescott and Maitland, Ont., on a site adjacent to the Brockville Chemicals Ltd. plant now under construction.

The new plant will use carbon monoxide gas from the Brockville Chemicals operation under a long-term agreement and will have capacity to produce 75 tons of gaseous, liquid or solid dry ice a day.

It is scheduled to start operations early in 1962.

Liquid Carbonic, a Canadian subsidiary of General Dynamics Corp. of New York, has similar plants in Halifax, Quebec City, Montreal, Toronto, Winnipeg, Edmonton and Vancouver where carbon dioxide is manufactured in all forms.

Carbon dioxide is used principally by the carbonated beverage, dairy, meat packing, foundry and transportation industries.

14/10/1960 *Ottawa Citizen**Kingston (CN)**Brockville***Wife. Of CNR Vice-President Dies On Train**

BROCKVILLE (CP) - Mrs. Emma Gaffney, wife of Frank A. Gaffney, vice-president of the CNR, died Wednesday aboard her husband's private car between Mallorytown and Brockville.

\$17,000,000 Maitland Plant On Schedule

BROCKVILLE (Special) - Construction of the \$17,000,000 nitrogen chemicals plant of Brockville Chemicals Limited near Maitland, OnL is proceeding on schedule. Production of anhydrous ammonium nitrate, and nitrogen solutions is scheduled -to begin in May, 1961.

Recognition of the continually increasing importance of the chemical fertilizer industry to agriculture and expanding requirements of other nitrogen-consuming industries and markets, resulted in the decision of Sogemines Limited. Montreal, to form Brockville Chemicals Limited last year.

Sogemines Limited is the Canadian subsidiary of Societe Generale de Belgique, the most important industrial group in Belgium.

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 that 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 bespectavled 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.

05/01/1961 *Ottawa Citizen*

Kingston (CN)

Maitland

\$ Million Job Hit By Strike

BROCKVILLE (Special)-Construction of the giant \$17,000,000 Brockville Chemical Limited plant eight miles east of Brockville has been slowed by a sit-down strike of approximately 150 plumbers, pipefitters and their apprentices.

The men are striking for weekly travel and board allowances which already have been granted to Kingston members of local 221, United Association of Plumbers and Fitters. The Kingston members receive from \$16 to \$17 daily travel and board allowances as a result of a December arbitration board award, but workers living in Brockville, Prescott or elsewhere do not get these benefits.

Because the award was made by an arbitration board, today's strike is illegal in the opinion of the union's manager, Kenneth Hulse, of Kingston.

31/01/1961 *Cornwall Freeholder*

Kingston (CN)

Cornwall

Tank Busters

Tower demolition end of an era

The felling of a 100,000 gallon water tower at the new Canadian National Railway Station Monday marked the end of an era in railroading.

The tower was the last visible reminder of the age of the steam driven locomotive.

It has been empty a long time. It's last gallons were used up years ago when the CNR switched from steam to diesel locomotives. The "pufferbillies" have long since vanished to the scrap yards where they sit gathering rust awaiting their turn to become a victim of the cutting torch.

Jack Gallant of Cornwall was in charge of demolishing the tower and was assisted by Mark Fielding and Gerard Fontaine.

The work is not new to Jack Gallant as was revealed in an interview.

"This past summer I took down 19 of them," he said.

More recently he has taken down the tower at the old CNR station.

Other towers which were victims of his cutting torch include the one at Morrisburg and three others at St. Anne de Bellevue, Ste. Hyacinthe and Sherbrooke, Quebec.

Asked how he went about demolishing these relics of a by-gone age Mr. Gallant replied that most of the time he cut illegible and let the tower fall in a predetermined area.

This is the method he used at the new station.

The tower at the old railway station posed a problem however, and could not be brought down in the conventional way. Here a maze of telegraph and electrical wires ran close to the tower.

To cut its supports and allow it to fall would probably have severed many of these wires. Therefore it had to be taken down piecemeal.

Following demolition of the tower, steel is cut into smaller pieces and shipped out to the scrap yard.

For those who became attached to the steam locomotive, the disappearance of the water towers is the "end of the line," and the coming generations will probably never know what a steam locomotive was, unless they dig up some old magazines on railroading when the "pufferbilly" was in its glory.

05/04/1961 *Ottawa Citizen*

Kingston (CN)

Maitland

Mr. Forster also announced that another subsidiary the Brockville plant of Brockville Chemicals Ltd. is to start production this month.

16/09/1961 *Ottawa Citizen*

Kingston (CN)

Tollgate Road

TRUCK AND TRAIN TANGLE

Spectators stand at the Tollgate Road crossing in Cornwall where a fast-moving CNR freight train Friday was in collision with a truck driven by Lionel Villeneuve, 57, of 105 Lefebvre St., Cornwall. Lefebvre was thrown from the truck by the impact and was taken to Hotel Dieu Hospital,

Cornwall, suffering from multiple injuries. Jack Buell of Brockville was engineer of the east-bound train. First arrow points to the box of the gravel truck and the other to the location of the truck's rear-wheel assembly, more than 200 feet from the point of impact

## 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

16/01/1962 *Kingston Whig Standard* Kingston (CN)

Gananoque

## Thousand Islands Train Makes Final Four Mile Run

Canada's Shortest Standard Gauge Line

100 Passengers on Board

Gananoque - Amidst a million raindrops and the odd tear the CNR's Thousand Island line was "waked" Monday.

More than 100 Railway officials and enthusiasts, civic dignitaries and citizens ranging from three to 84 years in age, were on board the passenger express coach for the final runs to Gananoque Junction and return.

The end of daytime passenger service to the mainline station came four years after night time connections were severed. Sometime this week the diesel yard switcher 8494 and the combination car will depart for Belleville or Brockville

The four mile line, shortest standard gauge railway in Canada, will accommodate only mainline freight switchers.

"Joke as you will about the end of the passenger services ... there is a side note to it all," said 84 year old George Scott, the senior male on board.

A shipper at Ontario Steel Products for 42 years, Mr. Scott probably dispatched more goods - springs and axles - than any other man in Gananoque's industries.

For Mrs. Scott, the day was not a happy one either. The former Annie Keating travelled the TIR 75 years ago when the outer station was situated closer to Highway 32. As a nine-year-old she can remember travelling by train to visit her grandmother, Mrs. Kelsey. Peter Reid was conducted then and Mrs. Scott does not remember paying a fare. But she does recall a sister's funeral cortege travelling by TIR to Gananoque cemetery 72 years ago.

Youngest girl on board was Kim Harper, three-year-old daughter of Donald Harper, who was accompanied by her grandmother, Mrs. Harry Harper, River Street.

Paul Shortall, 4, was the youngest boy on board. His father, Edward Shortall, manager of the fuel company across from the Gananoque station, was one of the "neighbours" who made the last trip. The customs office staff closed shop and made the journey en masse.

Bernard Rackham, conductor for 15 years, hardly had time to sell tickets to all passengers during the 15-minute run. The baggage or express part of the car was crowded with male passengers.

Heading the list of passengers was Mayor Donald Carmichael, a CNR employee in Belleville for ten years before coming here in the 1930s.

Councillor James Brennan, a retired CNR road superintendent, and town fathers Leo Dwyre, Gordon Newman, and Archie Anderson were also on board.

Herb Dwyre, who hauled CNR freight by contract for 22 years, was another interested passenger. Also among the standees was James Sword, who has the truck contract to haul express for the day and night trains on the CNR main line.

Among the last passengers on board the train was Bill Houston, a trolley fan from Kingston. He was among the many camera bugs who recorded the last trip on still and movie film.

Press, radio and television photographers and reporters also battled the elements to capture pictorial evidence for readers and viewers.

The train stopped at the King Street "umbrella" going out and returning. The diesel also pulled to a stop at historic Gananoque Cemetery after saluting Cheeseboro stop with an extra long blast on the horn.

Trainman Bruce Tackaberry signaled the final trip with blasts and bells during the journey. He was joined by motorman Gordon Potter in exchanging friendly waves to townsfolk en route for the last time.

Mr. Tackaberry, a 17-year man with the TIR was the only member of the train crew forced to move out of town by the closing of the passenger service. He has been transferred to Brookville yard. Mr. Porter, who has served in various capacities, since 1927 will join the office staff and also drive the daytime express truck to the outer station. Conductor Rackham has retired and accepted a position at Grace United Church.

General agent Vivian Sword, who escorted CNR officials from Belleville on the final trip, has been with the TIR-CNR since 1924. He will continue in this capacity at Gananoque station.

Two other station employees, chief clerk and cashier Thomas Whaley and express clerk George Leggo, also made the final trip.

Today for the first time since 1883, the station staff would not have to chalk up the arrival and departure times of the two daily trains into town.

The "TI" and the "Susan Push" and many rib-tickling stories and fond memories are gone.

16/01/1962 *Ottawa Citizen*

Kingston (CN)

Prescott

## MRS. JEAN CASSELMAN

Train Hits Car, Woman MP Hurt

PRESCOTT (Special) Mrs. Jean Casselman (MP Grenville - Dundas) was reported injured in a car accident at a CNR crossing at noon today.

It is believed the Progressive Conservative member escaped with minor injuries when her car collided with a railway car at a crossing one mile west of here on Merwin Lane.

Ontario Provincial Police, Prescott detachment, are investigating.

Dr. W. G. Peters, who treated Mrs. Casselman in his office, said she suffered scratches to her face and a bruised hip. She was released after treatment and sent home.

03/02/1962 *Ottawa Citizen*

Kingston (CN)

Lancaster

## Train Kills Pedestrian At Crossing

LANCASTER (Special) - A pedestrian was killed instantly when struck by a speeding train here Friday evening.

Dead is Harry McLeod, 79, of Lancaster, a retired Ontario Hydro superintendent.

Lancaster is 18 miles east of Cornwall. Police said the elderly victim, walking north on Highway No. 34, was looking westward as the train roared toward him from the east. He had faulty hearing, and apparently failed to hear the train. He was thrown about 300 feet by the impact.

The 75-mile-per-hour Toronto-bound Canadian National train was slightly more than one-and-a-half hours late. The accident occurred at 6.25 p.m. A brother of Mr. McLeod was killed at the same crossing more than 50 years ago.

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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 the one track, they said.

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.

21/12/1962 *Ottawa Citizen*

Kingston (CN)

Cornwall

Father of 8 killed at Cornwall

CORNWALL (Special) A 57-year-old father of eight was killed instantly here at 2.05 p.m. Thursday when the truck he was driving was hit at a level crossing by a 109-car freight train.

Leo Sigouin of 325 Fifth St lost his life when his truck, loaded with coal, southbound on the Boundary Road at the eastern outskirts of the city, was demolished by the heavy train.

The truck was bound for the nearby Cornwall Brass and Iron Factory.

Speed of the train was estimated at about 45 mph. It came to a stop some 500 feet from the point of impact. Parts of the truck were strewn over the road.

The victim was pronounced dead at the scene by Coroner Dr. A. B. Peachey.

06/05/1963 *Ottawa Citizen*

Kingston (CN)

Derailment blocks CN main line

BROCKVILLE - Railway traffic using the Canadian National Railway Toronto-Montreal main line was rerouted through Smiths Falls for several hours Sunday following a derailment two miles west of here.

The rear wheel set of a car in the middle of the 75 - car westbound freight train jumped the track and tore up about a half mile of rail bed. Another 11 cars also left the track but remained upright. No one was injured.

Service was restored on one line of the double track at 9.30 p.m. and the second line was cleared by 8 a.m. today. A faulty switch has been blamed for the derailment.

Engineer on the train was John Grant and conductor was Earl Kent, both of Belleville.

01/10/1963 *Ottawa Citizen*

Kingston (CN)

Lancaster

Man critical after train splits car

LANCASTER - A 39-year-old Maxville man is in critical condition after his car was struck by a freight train at Summerstown station CNR crossing this morning.

Arthur Currier, of Mechanic St., Maxville, was taken to Hotel Dieu Hospital, Cornwall, with head injuries. He was alone in the car at the time of the accident.

Currier was driving south along County Road 27 when his vehicle was split in two by the 89-car westbound train. Wreckage was strewn for 100 ft. along the track.

First on scene

One of the first on the scene was Pauline Tourangeau, 21, of RR 2, Cornwall, a nurse's aid at the Hotel Dieu Hospital, who gave first aid.

Conductor of the train, number 405, was Joseph Canille Landry, 301 Manning Ave, Verdun, Quebec. Engineer was Fred Pyke, of Brockville, Ontario.

Lancaster provincial police are investigating.

07/10/1963 *Ottawa Citizen*

Kingston (CN)

Lancaster

Maxville man dies as result of train crash

MONTREAL (CP)-Arthur Currier, 39, of Maxville, died in hospital today of injuries suffered Oct. 1 in a car-train collision 10 miles east of Cornwall.

Currier was alone in his car when the 89 car freight train ripped it in two.

Auto-train crash kills 4 teenagers

CORNWALL (Special) -Four Cornwall teenagers out on a Friday night date died after a freight train slammed into their car at 60 miles an hour at a crossing here.

Dead are Raoul Felix Drouin, 18, of 515 Third St. West; Patricia Ann Vely, 14, of 139 First St. East; Noreen Tyo, 16, of 78 Vimy St. East, and Richard Paquette, 15, of 59 Pine St. The two girls were Grade Nine students at the Cornwall Collegiate and Vocational School.

Smashed broadside

Paquette died in Montreal Neurological Institute of a fractured skull this morning.

Police said the accident occurred at about 11.10 p.m. Friday when the southbound car was smashed broadside by a CNR freight train at the Brookdale Ave. North crossing.

The eastbound train carried the car a mile before stopping.

Witnesses said the bodies of young Drouin and one of the girls was dropped off about half a mile from the point of impact.

Debris from the crash was strewn along the right-of-way from the point of impact to where the train came to a stop. Police found money, clothing and parts of the car in the ditches.

Car demolished

The car was demolished and the front of the train badly damaged.

The Paquette boy and the body of the other girl were found in the wreckage still pinned to the front of the train.

Police said the train hit the car, a station wagon, on its passenger side, carrying it all the way down the track.

They said the loaded freight train, being pulled by three diesel engines, was going about 60 miles an hour at the time of the accident.

At the site of the accident Brookdale is a gravel road. The mainline crossing does not have crossing gates or electrical signals.

Police said the accident probably occurred during a light drizzle.

Caption to photo showing the nose of CNR 3733

Death car pushed mile along tracks

Three Cornwall teenagers were killed instantly last night when their car was rammed broadside by a 60 m.p.h. freight train at a mainline crossing which had no warning signals. A fourth died this morning,

**10/01/1964** *Ottawa Citizen*

*Kingston (CN)*

*Prescott*

Level-crossing crash kills Prescott man, 35.

PRESCOTT (Special) A Prescott man was killed Thursday afternoon when his car was in collision with a train at an icy level crossing near here.

The dead man is Harold Shay, 35, of St. Lawrence Street

The accident occurred on Merwin Lane, a small side road half a mile west of Prescott. Mr. Shay's car and the train collided at about 5.10 and the car was knocked about 50 feet down the tracks.

Mr. Shay was driving north and the train, a CNR freight, was travelling east. The freight was driven by Engineer R. W. Grant of Brockville. Police said the crossing is "very treacherous" and said visibility was poor at the time of the accident. The car was crushed.

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**22/04/1964** *Ottawa Citizen*

*Kingston (CN)*

*Cornwall*

Trailer rammed by train

CORNWALL (Special) - A tractor - trailer loaded with 59 drums of maple syrup was hit by a CNR freight train at the Brookdale Avenue level crossing during a heavy rain at 9.05 this morning.

The driver, Bernard Gibeault, 41, of 1221 Churchill Ave. Cornwall said he did not see or hear the 91-car train with its three diesel locomotives.

"The first thing I knew," he said, "was when I looked in my rear view mirror and saw the rear end being swept sideways into the west ditch. I didn't even hear the train hit the truck."

The train was travelling at between 30 and 35 miles an hour when it hit the northbound truck owned by United Maple Products, of Delta, near Brockville.

Hit back of trailer

Police said the train hit only the rear of the van.

The engine ripped the right side of the van and opened it like a can opener. All of the 35-gallon drums of maple syrup were thrown into the ditch but only three were damaged.

The train was delayed about one hour. Damage to the train was estimated at \$500.

**14/09/1964** *Ottawa Citizen*

*Kingston (CN)*

*Lyn*

Driver escapes

Secretary, 18, killed as train rams car.

BROCKVILLE An 18-year-old legal secretary was instantly killed Sunday night when a speeding Canadian National Railway train struck the car she was riding in at a level crossing five miles west of here.

Lynda Jean Vaughan of 336 First Ave. was riding in a car southbound on Halleck's Road when it stalled on the Lyn Junction level crossing.

Driver of the car, John Ross, about 22, of 2 Wright Cresc., Brockville, jumped clear before the 60-mile-an-hour train struck the front end of the car, about 6.47 p.m.

Momentarily froze

Witnesses said the girl momentarily froze at the sight of the oncoming train and was actually climbing out of the car when it was hit.

Force of the impact knocked the car's engine more than 200 feet.

Ross was admitted to the Brockville General Hospital suffering from shock.

Cpl. Burleigh Mills and Const. Stewart Toohey, of the Brockville Provincial Police detachment investigated. They said an inquest would probably be held.

**20/02/1965** *Ottawa Citizen*

*Kingston (CN)*

*Gananoque Junction*

Train off rails, but passengers didn't know it

GANANOQUE (Special)

The east-bound Toronto-Montreal CNR passenger train was held up for more than an hour here after the back wheels on the front engine slipped off the tracks about 8 o'clock Friday night.

No one was injured in the minor derailment, and most passengers did not even know a mishap had occurred. A portion of the wooden platform in front of Gananoque Junction was torn up.

Officials said the train was travelling at 70 miles an hour when a mechanical fault in the casings of the engine's wheels caused them to slip off the tracks.

New plants cost \$5,500,000

MAITLAND (CP) - Brockville Chemicals Ltd. announced Thursday it has awarded engineering and construction contracts for two new plants here to Chemical Construction Corporation of New York.

The 250-ton-per-day nitric acid plant and 150-ton-per-day urea plant, to cost a total of \$5,500,000, are scheduled for completion in June, 1966..

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

16/07/1965    *Ottawa Citizen*    *Kingston (CN)*    *Kingston*

Two freights derailed at Kingston

KINGSTON (Special) Two CNR freight trains travelling in opposite directions were derailed half a mile east of Kingston at 4 a.m. today. No one was injured.

Toronto - Montreal main line traffic was re-routed through Smiths Falls and Napanee.

The eastbound eight - car freight was derailed first and several cars swung out into contact with the slow-moving seven - car westbound train, pushing part of it off the track.

Hand car blamed

Cause of the derailment of the eastbound train is being investigated. A small baggage hand-car that rolled under the train may have been responsible.

A full load of packed cigarettes and cigar cartons on -a tractor-trailer spilled off a flatcar.

Other damage included the smashing of an expensive new mechanical diesel oil refrigeration unit in the door of a meat car.

Despite track damage, single-line traffic was expected to be restored early this afternoon.

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.

01/11/1965    *Ottawa Citizen*    *Kingston (CN)*

New trains launched by CN, CP

MONTREAL (CP) - Canadian National and Canadian Pacific railways inaugurated new Montreal - Toronto trains Sunday, ending a 32-year pool train service.

Montreal Mayor Jean Drapeau acted as dispatcher in a ceremony starting the CNR's new Rapido on its ways to Toronto. CNR calls its four-hour, 59-minute scheduling the fastest inter - city service in North America.

Fifteen minutes later, at 5 p.m., the CPR's new Royal York left here for a slightly longer run to Toronto.

Under the pool arrangement, day, evening and overnight trains were scheduled between here and Toronto. With the suspension of the service, the CPR has eliminated overnight service and the CNR kept it, and both railways have day and evening trains.

The CNR ceremony for the first departure of the Rapido was linked by a closed-circuit television hookup to a similar ceremony in Toronto. Mayor Drapeau and Mayor Philip Givens of Toronto exchanged informal banter.

30/04/1966    *Ottawa Citizen*    *Kingston (CN)*    *Cornwall*

'Last fling' almost fatal for three

CORNWALL (Special) Three young people, in a car that crashed through a level crossing gate with a red light into the side of a fast-moving freight train, are lucky to be alive, Cornwall police said today.

The accident happened when a 1955 car being driven south on Boundary Road at the Belle-feuille CNR crossing, smashed the crossing gate, struck the side of a westbound freight travelling at between 50 and 60 miles an hour. The car and its occupants were thrown 40 feet to the west of the crossing.

The driver, Gordon Collette, 21, of 731A Augustus St. and his two passengers were only slightly hurt. The car was wrecked.

Collette was taken to the police station and charged with impaired and careless driving.

About 11.30 p.m. Collette complained of pains and was taken to Hotel Dieu Hospital where he was admitted and treated for bruises and cuts to the left side and an injured back. His condition was reported good today.

His passengers were Dennis Sauve, 114 Eleventh St. East and Carole Labelle, 93 Lefebvre St.

Police said the young driver told them he was having a "last fling" before getting married next week. They said it might well have been his "last fling."

28/05/1966    *Ottawa Citizen*    *Kingston (CN)*    *Lancaster*

Boxcar burns near Lancaster

CORNWALL (Special) Contents of a freight car were destroyed Friday when fire broke out on the CN Montreal-Toronto express freight train.

The fire was noticed as the train neared Lancaster at 11.30 a.m. The car was detached and pushed into a siding, where firemen fought the flames for two hours.

No estimate of damage was available.



Trainmen jump before train smash

CORNWALL (Special) -Trainmen jumped for their lives early this morning when a high - balling Canadian National freight train smashed into the rear of a standing freight train, 150 feet east of the Cornwall station.

The three diesel engines of the speeding 100 - car east-bound freight derailed but remained upright as they ploughed into the standing boxcars, crumpling them like matchwood.

Hundreds of feet of track were torn up and five boxcars in the stationary train flung onto their sides. One of its boxcars was loaded with explosives but remained intact.

No one was injured. The moving freight screeched as it shot toward the standing freight with all its wheels locked and throwing out a shower of sparks.

A railroad man in the caboose of the standing freight heard the wail and jumped for his life. The caboose was squashed.

The engineer and fireman rode the diesel engine into the wreck as they knocked boxcars aside like ten pins.

Five men working on a passenger train standing in the westbound track also leaped for their lives.

A mail trucker, Ronald Major, 31, had his truck parked across the eastbound track. He jumped into his vehicle and raced it up onto the station platform. Two baggagemen working with him jumped into a pile of mail bags inside the mailcar of a passenger train standing on the westbound track.

Two other men pulling a "buggy" also made a run for it and saw their baggage carrier smashed to bits.

Railroad officials had no immediate explanation for the crash. The standing freight would have been in a shaded area outside the lighted station area and difficult to see.

Had the wreck occurred just 200 feet west one of the boxcars thrown on its side and loaded with heavy barrels would have landed on top of the station. Several passengers awaiting trains were in the station.

The overnight Montreal-Toronto train was rerouted through Ottawa.

Railway officials said the westbound track had been cleared by 9 a.m. and the eastbound track would be cleared by this afternoon. Rails were torn from ties and twisted and bent.

Trucker moved just in time to escape

CORNWALL (Special) -"I'm lucky to be alive." Ronald Major, 31, of RR 1 Cornwall, had just escaped being run over by a 101-car freight train which piled into the rear of another freight here.

He was loading mail into a passenger train when one of two baggagemen helping him noticed the train thundering down the adjacent track.

" 'Move your truck, there's a train coming,' he said," recalled Mr. Major. "I ran around the truck, jumped in, started it and drove it underneath the station canopy."

He and the "14-foot box-truck" used to load mail were between the passenger train and the track down which the eastbound freight train was rushing.

After the warning he drove across a plank bridging the eastward track and onto the station platform.

"I saw the two baggagemen ducking into the mailbags inside the car," he said. "I remember seeing a buggy which was west of the station with two men on it.

"This buggy is used to unload express. Two men were unloading express from the train. As I was trying to get my own truck off the tracks, I saw these two men running.

Just made it

"They just made it too. The train hit the buggy, tore off the wheels and smashed it."

Never before had he been able to drive the loading truck under the canopy over the station platform, but he did then.

"I'm still shaking," said Mr. Major. "The train was only 100 feet away when they told me to move my truck."

He jumped off, ran through both the north and south sets of doors, then ran back through the station to see what happened.

"There was a loud crunch," he said. "It lasted only three or four seconds and then it was all over."

Mr. Major, married with one child, delivers mail to eight trains a day and also takes mail to Glen Walter, just east of Cornwall.

He said the 10-car passenger train which he was helping load on the westbound track had nine mail cars.

"I had 214 bags of mail when I left the post office," he said, "and had loaded about 30 bags when it happened. This is my first train wreck and I hope it's my last."

Cornwall train accident cause to be investigated

CORNWALL (Special) An inquiry will be held into the cause of the early Friday morning train crash here which disrupted eastbound rail traffic for 20 hours.

About 12.30 a.m. a speeding 100-car eastbound Canadian National freight train smashed into the rear of a standing freight train about 150 feet from Cornwall's station.

Three diesel engines and several cars were derailed and hundreds of feet of track were torn by the crash. No one was injured although several train men had to jump for their lives.

The westbound track, which escaped heavy damage, was reopened after four hours. The eastbound track was cleared of wreckage and repaired by about 8.35 p.m.

No official cause has been given, but unofficially it is believed that a confusion in signals caused the crash.

All day Friday, thousands of city residents flocked to the train station to view the wreckage and repair work.

Texas woman dies in crash

CORNWALL (Special) - An Austin, Texas, woman died in hospital Tuesday night, seven hours after her car collided with a freight train near Iroquois.

Margaret White, 48, suffering multiple external and internal injuries, died during an emergency operation at Kingston's General Hospital.

The accident occurred at about 11.50 a.m. at the Brinston Road Canadian National Railway crossing about two miles northeast of Iroquois.

Mrs. White, who with her husband, T. C. White, own a summer cottage near Morrisburg, was driving north to visit friends. The 17 - car freight train was westbound.

A pet dog who accompanied Mrs. White, died instantly. Mrs. White was first taken to Brockville General Hospital and then transferred to Kingston.

The car, tossed into a south side ditch, was said to be a complete loss. Constable Ray Noble of Morrisburg OPP, investigated.

This was the first fatal accident at the railway crossing which has no warning signal, lights or barrier.

**12/01/1967 Iroquois Post**

**Kingston (CN)**

**Cardinal**

The old steel bridge at Cardinal which has served the village for half a century called its final burden last week. After 50 years of service carrying road and rail traffic into Cardinal across the Galop Canal, a brief ceremony was conducted by Reeve George Brown and members of Council and the old bridge was swung for the last time. It is now in the process of being dismantled, A causeway has been constructed directly west of the bridge location. Crews from the C.N.R. have been laying track to carry rail traffic to and from the Cardinal Starch , Ltd., plant. An asphalt paved roadway and concrete foot walk will be completed by early summer. St. Lawrence Seaway Authority has a number of trucks working double shift to complete filling in of the canal between the new causeway and the existing one at the west of the business district. Work is scheduled to be completed at the end of the month. Remaining property along the canal banks will be transferred to the town and \$30,000 is to be paid to the municipality for maintenance of the eastern section.,

Caption to picture

Taken a few days ago by Smith's Photo Service, Morrisburg, this picture graphically shows the progress being made on filling the canal at Cardinal. The bridge has been swung out of the way and new rail laid. Trucks are shown coming and going from the "big ditch" which is over half filled. The filling of the canal and the new roadway entrance to Cardinal which add a great deal to the community's main arteries.

**04/02/1967 Ottawa Citizen**

**Kingston (CN)**

**Cardinal**

Train cuts truck in half

MORRISBURG (Special) -A 27-year-old district man escaped death Friday when the tandem truck he was driving was cut in two by a passenger train. Kenneth Cameron of RR 2, Finch, is listed in fair condition in Brockville General Hospital today with a fractured right leg and head cuts. He jumped clear of his fully-laden sand truck seconds before it was torn apart by a Montreal-bound passenger train at a level crasing a mile northeast of Cardinal about 2.50 p.m. Friday.

No one aboard the Canadian National train out of Toronto was injured but the lead diesel locomotive suffered extensive damage.

Cardinal is 19 miles east of Brockville.

The impact separated the truck cab from the trailer and caried it 75 feet down the track. Part of the vehicle's engine and two front wheels were found a quarter of a mile further on where the east-bound train finally came to a stop.

The truck trailer, loded with fill for the Cardinal canal project was thrown into the ditch near the marked crossing. It is owned by Harold Smith of Finch.

Cameron said he saw the train and tried to stop but the momentum of the fully-loded truck pushed him onto the tracks. He managed to jump free of the cab just before the train ploughed into it.

Although heavily damaged, the train continued to Cornwall where the damaged unit was replaced.

The OPP detachment at Morrisburg is investigating.

**25/02/1967 Ottawa Citizen**

**Kingston (CN)**

**Kingston**

Load shifts, derails flatcar

KINGSTON (Special) - A shifting load derailed a flat-car near the end of a 100-car freight train and tore up an estimated \$4,000 of track about noon Friday four miles west of here.

No one was injured in the derailment of the CNR Toronto-bound train but service was dsrputed for about five hours.

The accident occurred on the Montreal-Toronto mainline and scheduled passenger trains were detoured through Smiths Falls.

The flatcar and load of steel rails escaped damage and were placed back on the repaired tracks about five hours later by a repair crew from Belleville.

**20/03/1967 Ottawa Citizen**

**Kingston (CN)**

Testng turbo trains soon

MONTREAL (CP) - Canadian National Railways will begin testing within a few weeks its new aluminum turbotrans designed to cut passenger train time between Toronto and Montreal to less than four hours.

The outcome of the tests on the sleek units, which are powered by aircraft-type gas turbine engines, will determine the date for beginning passenger service.

Expected starting date is early summer.

The 14-car turbotrans will operate initially at a maximum speed of 95 miles an hour to make the 335-mile Montreal-Toronto run less than four hours, the statement said.

All existing restrictions on train speeds between Toronto and Montreal will be observed including the recently-imposed 35-miles-an-hour speed limit at a CNR crossing in Dorion, the scene of a 20-death bus-train collision Oct. 7. 1966..

There will be three trips a day each way with a turbotrain leaving each city in the morning at noon, and In the early evening.

CNR claims the new trains will be quieter, smoother, more reliable and cheaper to run tnan conventional trains.

**02/09/1967 Ottawa Citizen**

**Kingston (CN)**

**Cornwall**

Freight train doesn't cross picket line

CORNWALL (Special) -Striking employees at the Canadian Industries Limited plant prevented a freight train from entering company property here Friday afternoon.

Pickets threatened violence if the Cornwall Street freight train, carrying salt for the chemical plant, attempted- to push through.

There were no arrests.

Two pickets remained at the crossing overnight.

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**21/12/1967 Ottawa Citizen**

**Kingston (CN)**

**Brockville**

Man jumps from train, body found

BROCKVILLE (CP) CNR police today found the body of a Toronto man who they said threw himself from a Toronto-Montreal Rapido train Wednesday night.

A passenger went to the train's club car washroom about 7.30 p.m. and found a window broken and some clothing. There were blood stains around fhe broken window.

Police were notified when the train stopped at Brockville for 11 minutes.

Provincial police identified the body as that of Kan Chiu, 33.

Friend's shout fails to save man from train

CORNWALL (Special) George McCallum, 82, of Lancaster did not hear the shouts of a friend Monday afternoon and was killed when he walked into the path of a commuter train.

The accident occurred across from his home on Highway 34, not far from where his son was killed 20 years ago and where his wife was seriously injured last June in car accidents.

Mrs. Margaret McCallum, 69, was still in Cornwall General Hospital recovering from leg and arm fractures when she heard of her husband's death. A signal light was working and a gate was down blocking the other side of the tracks.

Train engineer Jack Pumple of Lachine, Que, said the body was carried about 130 feet and he was unable to stop the train until another mile had been covered.

11/12/1968 *Ottawa Citizen*

Kingston (CN)

Kingston

Turbo gets nose job

CN's new turbotrain sits in Kingston after it rammed a truck on its inaugural run Tuesday

Reporters see impact on TV

Riding the train isn't what it used to be. It's better.

This is true even though Canadian National's first press-preview turbotrain from Toronto to Montreal hit a truck at a level crossing one-quarter of a mile west of Kingston. The schedule did not foresee the delay. The two trains were supposed to pass each other just about at the point of impact three minutes before.

One man working along the track was hurt by flying debris, but passengers, crew and the hapless truck driver, Ray MacLean, 50, of Kingston, escaped injuries.

The truck was sliced in half.

The press corps, which saw the accident on closed-circuit television, hitched a trip back to the Montreal train.

The impact, one Toronto newspaperman said, "didn't spill the coffee."

Slow speed

The train had been travelling at 25 miles an hour.

"It will be the best-covered minor accident in CN's history," said Charles A. Harris, vice-president of CN's public relations.

Wryly, he added "It could have been any other train to hit a truck."

George Armsbruster, in charge of the train program, said the accident should not disrupt the tur-botrain's scheduled service.

Two trains will run daily each way on the Montreal-Toronto service, leaving the fifth available for operation in emergencies and during maintenance work.

Mr. Armsbruster said it will probably take a week to repair the damaged train.

"There was no more damage done to the turbotrain than to any other kind of train suffering a similar accident," said D. V. Gonder, -vice-president of the CN's Great Lakes region.

"It's not the way we like to hit the headlines," he said. "We slowed down at the signal lights."

Silver lining

Officials said the accident demonstrated that the turbotrain's lightweight aluminum frame would not make it more likely to leave the tracks on impact than conventional equipment.

"This proved that the increased weight on the axles, and the low centre of gravity of the train, more than compensates for its light-ness," said John Noel, an official of the CN's Toronto office.

The Turbos CN has five seven-car units will run between Montreal and Toronto 335 miles in less than four hours.

Although the maximum speed is 95 miles an hour, the same as that of the Rapido, until yesterday CN's fastest inter-city train, the Turbos' increased ability to negotiate curves boosts the average speed to 84 miles. The Rapidos average is 67 miles per hour.

The Turbos should prove ideal for downtown-to-downtown commuters. The total travelling time is an hour and a half longer than by plane, but the Turbos eliminate the tiring rush to and from the airports.

03/03/1969 *Ottawa Citizen*

Kingston (CN)

Kingston

Rapido jumps rails TORONTO (CP) The CNR's Rapido was derailed Sunday near Kingston, Ont, enroute from Montreal, but railway officials said no one was hurt The train was delayed 4 hours. Railway officials said one car went off the track and a crane was used a lift it back.

08/05/1969 *Ottawa Journal*

Kingston (CN)

Maitland

Maitland Gets Chemical Plant

MONTREAL (CP) Puritan-Bennett Canada Ltd. will build and operate a plant for the production of nitrous oxide at Maitland, Ont., it was announced today.

The announcement was made jointly by Brockville Chemical, a division of Genstar Ltd. of Montreal, and Puritan-Bennett, a subsidiary of Puritan-Bennett Corp. of Kansas City.

The plant will be adjacent to Brockville Chemical's plant. The major raw material for the production of nitrous oxide will be supplied by Brockville Chemical.

Construction will start immediately, and the new plant is expected to be in operation by late summer. Cost of the project was not disclosed.

The nitrous oxide will be shipped in liquefied form to distribution centres in Canada and in the northeast and north-central United States.

Nitrous oxide is used as a surgical-obstetrical anesthetic and dental analgesic. It is also used as a propellant for many household aerosols such as whipped cream and waxes.

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.

Lost wheel piles up \$500,000 derailment

MORRISBURG (Staff) A locked wheel forced free by friction is believed to have caused the derailment of a 107-car freight train one mile north of here Thursday at 1 p.m.

Damage has been estimated as high as \$500,000 in the accident which stacked 34 cars like cordwood along the Canadian National Railways track. Preliminary investigation indicates a wheel may have become locked and flew off as friction built up.

The driving rod attached to the wheels then dropped between the tracks, digging a deep furrow for four or five miles.

Two rail ties caught fire from the friction.

The jack-knifing effect of the accident overturned, crushed, and tore open many of the boxcars of the westbound train travelling from Montreal through Toronto to Chicago.

Early this morning, 13 cars had been cleared from the eastbound track by cranes brought in from Belleville. Nine boxcars remain, blocking both lines.

CNR officials were hopeful the lines will be cleared by 6 p.m. today.

Train engineer Wilfred Kelly, 51, of Brockville, said he has no idea what might have 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 told us to look back. All we could see was clouds of dust and a vague mass of wreckage."

Also in the engine were fireman Robert K. Gifford, of Brockville, and brakeman Bert Watson of Montreal.

The boxcars that were damaged were located in the middle of the mile-long train, with both ends remaining on the track.

The mishap occurred during clear, sunny weather, about two hours before a heavy thunderstorm broke out.

Track twisted

Heavy metal wheels were thrown 35 feet into ditches and about 300 yards of track were twisted and torn.

Thousands of popsicle sticks were strewn about the area as well as lumber, newsprint and cement.

CNR police kept curious spectators well back as some of the wreckage was precariously balanced on the built-up section along the track.

The thunderstorms, which hampered clean-up operations, gave rise to fears that the gravel would slide and upset the debris.

All scheduled trains along the two-track line have been rerouted through Smiths Falls.

Officials from the Canadian Transport Commission and CNR are conducting the investigation into the cause of the derailment

here were no injuries reported in the accident which occurred along a straight section of track which slices through a heavily-wooded area.

31/05/1969 *Ottawa Citizen**Kingston (CN)**Morrisburg*

Derailement

tracks cleared after 36 hours

MORRISBURG (Staff) After almost 36 hours non-stop work, the east-bound railway tracks clogged by a \$500,000, 34-car derailment near here Thursday have reopened to traffic.

The last mangled boxcar was lifted and the torn-up rails beneath replaced by about 1 a.m. today. Two 250-ton cranes and about 50 men have been working around the clock since the 1 p.m. crash of the 107-car freight train bound from Montreal to Chicago.

It will be noon Sunday before the adjacent tracks for westbound trains will be replaced, said John Tait, assistant superintendent for the Rideau area of the Canadian National Railways system.

Cause of the accident, in which none of the crew was injured, is unknown but a locked wheel forced free by friction is a possibility, say officials.

The 34 cars located in the centre of the mile-long train derailed lay like piled cordwood along the tracks about one mile north of Morrisburg. At least 300 feet of rails and ties had to be replaced.

The freight train's cargo newsprint, lumber, cement and thousands of popsicle sticks spewed over both lines. Heavy rain turned the spilled cargo into a sticky sludge that later hardened.

"It's going to be about two weeks before that section of track is back to normal," said Mr. Tait. "There will be a 10 m.p.h. speed limit until that time."

Canadian Transport Commission and CNR officials are continuing an investigation into the wreck.

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.

21/07/1969 *Ottawa Citizen**Kingston (CN)**Brockville*

Blazing train loses race to save car

BROCKVILLE (Special) Passengers were evacuated from a Canadian National Railways coach four miles west of here when fire broke out in the rear of an eastbound train.

After stopping the Saturday afternoon train and removing the 40 passengers to other cars, the train crew raced into Brockville with the last car burning from end to end.

They were met at Brockville Station by the fire department, who battled the blaze for two hours before they were able to quell the flames.

A complete loss

The coach, an old-style passenger car valued at \$30,000, is considered a complete loss. The passengers also lost the luggage stored above the seats.

CNR officials declined to release the names of the train crew but said an investigation into the fire is under way.

Lieutenant Jack Marshall of Brockville's fire department said Sunday the crew told him the fire started in an electrical system control panel at the end of the coach.

Crew members said that when they evacuated the coach it was already filling with smoke, but there were no flames visible.

The train, going from Toronto to Montreal, was scheduled the stop at Brockville.

07/01/1970 *Ottawa Journal**Kingston (CN)*

New Test for Turbo

MONTREAL (CP) Canada's first turbine-powered passenger train is all set to undergo a long series of cold-weather tests after flunking the grade last winter.

A Canadian National Railways spokesman said Tuesday the turbotrain will begin indoor movement tests in a day or two before making short runs in the Montreal area.

The train then will attempt longer journeys between Montreal and Toronto and perhaps between Montreal and North Bay, to prove to CN officials that it is ready to go back into service on the Montreal-Toronto run.

Mountain of boxcars piled up in derailment.

CORNWALL (Special) The derailment of 33 cars of a 104-unit CNR train spilled crushed coal, corn and steel pipe over farm fields about one mile east of here Friday.

There were no injuries as the middle section of the train ripped out 1,500 feet of double track before "mountains and mountains of boxcars piled up" said one observer.

Damage is estimated at about \$1,000,000.

A break in a wheel section is believed the cause of the 11.40 a.m. crack-up of the Montreal-bound train travelling at about 60 mph.

"The first thing I knew the emergency brakes went on," said engineer Sidney Batchelor of Brockville.

The engineer, a brakeman and fireman at the front of the train and a conductor and a brakeman in the rear were in parts of the train that stayed on the tracks.

The Cornwall fire department was called in to guard a chemical tank car that left the tracks but stayed upright and unopened.

A crew of more than 100 workers and two cranes were at work clearing the wreckage less than three hours after the derailment.

Cornwall terminal traffic manager John Gregoire said he expected the cleanup to be completed by noon today. It was the third derailment within three years on the 17-mile stretch of 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:

16/05/1970 *Ottawa Journal**Kingston (CN)*

Turbo-Train Will Try Again

TORONTO (UPI) Canadian National Railways has set May 25 as the date of the reintroduction of its ill-starred turbo-train.

CN spokesmen said the Turbo will run from Montreal and Toronto at 7.45 a.m. each day, arriving in the opposite cities three hours and 59 minutes later.

The Turbo was originally supposed to make its debut during Expo '67 but a series of delays and misfortunes have kept the sleek white and red train from service until now.

In its inaugural press run in December, 1968, the train crashed into a meat truck at a level crossing in Kingston, Ont., and within a month it became apparent that the Turbo could not stand the Canadian winter.

The cold weather froze its suspension systems and played havoc with the heating and cooling systems on the train.

27/05/1970 *Ottawa Citizen**Kingston (CN)**Brockville*

Train fire kills CN crewman

BROCKVILLE (Special) A Canadian National Railways crewman died near here Tuesday evening after fire broke out on train 54 en route from Toronto to Montreal.

Dead is Gerard Gagne, about 60, of Montreal. The body was found in a smoke-filled club car when the train reached Brockville about 9.40 p.m.

CNR officials said smoke was reported in the car about 20 miles west of Brockville and 10 passengers were evacuated to other coaches. The victim apparently was sleeping and was overlooked in the evacuation as the car's lighting system had failed.

The fire is believed of electrical origin but investigators have so far been unable to determine its cause or the exact spot it started.

The train crew radioed ahead to Brockville from Mallorytown that the car was on fire and the city fire department had a truck waiting at the station when the train pulled in.

Two city firemen, Lieutenant Lawrence Dunleavy and fireman Phil Sauve, entered the smoke-filled car and found the body lying across a seat.

The victim was brought out and taken to Brockville General Hospital where Coroner Dr. J. W. McDougall pronounced him dead. Dr. McDougall said an autopsy would be held today to determine cause of death. Asphyxiation from smoke is believed responsible. CNR and Brockville police are continuing their investigation.

21/07/1970 *Ottawa Journal**Kingston (CN)**Lancaster*

Pair Escape Before Train Wrecks Car

LANCASTER (Staff) A train collided with a stalled car near here Monday night; moments after the car's two occupants fled from the vehicle.

The car, driven by Allan Benton, 26, of 308 ; Pitt Street, Cornwall, stalled on a railway crossing four miles west of Lancaster.

Unable to start the car, Mr. Benton noticed the approaching train and ordered his passenger Jane MacLean, 20, of RR 1, Cornwall, to get out of the vehicle.

The pair told police later that as they ran from the car they were struck by debris flying from the impact but were not injured.

The destroyed vehicle was valued at \$2,200.

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.

Pair probably didn't hear train that hit them

The two-man crew of a track motor car probably never saw or heard the high-speed Canadian National Railways passenger train that overtook the car and killed one of the men near Brockville, Aug. 7, the Canadian transport commission has been told.

Testifying at the Ottawa hearing into the crash and two other railway accidents, E. J. Woito, CN track supervisor in the area, said men in the gasoline-powered vehicle "would not hear a train whistle" when their own vehicle was operating.

Locomotive engineer E. J. York of Verdun, Que., told the commission Friday (25/8) he could see the backs of the two men through the rear windows of the canvas-covered car in the last moments before the collision.

The car had no rear-view mirror.

J. M. Arcand of Brockville, a temporary head foreman of a patrol crew, was killed in the accident. The other occupant, F. W. Charland of Brockville, has been unable to attend the hear-ings because of injuries suffered in the accident, including a fractured skull.

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In testimony Thursday the commission was told a "lineup" of train movements in the Brockville area was available to work crews at 12.14 p.m. the day of the crash, which occurred at about 1.20 p.m.

The lineup was found in the wreckage of the car.

Charles Armstrong, CN's chief of transportation, told the commission crews are required by railway rules to make periodic checks with the area dispatcher to confirm the accuracy of the lineup.

No checks made

The dispatcher, J. J. Marshall of Belleville and E. J. Macdonell, a station operator at Brockville, told the commission they had no contact with the car either by portable radio or wayside telephone.

The train, the Rapido bound for Montreal from Toronto, left Brockville at 1.11 p.m. the engineer told the commission.

He began to blow the train whistle at the same time. The crash occurred about eight-tenths of a mile down the track. There was perfect visibility at the time, the engineer said.

The commission was told the lineup of trains showed the Rapido left Belleville two hours late. But work crews are expected to assume trains will move at maximum speeds and will therefore return to timetable schedules.

In such cases, Mr. Armstrong said, crews are expected to confirm train movements by telephone or radio.

Rechecking rare

But Mr. Woito said crews "don't normally recheck the lineup" after leaving the station office.

The car was carrying a portable radio, and had passed a wayside telephone minutes before the crash.

D. H. Jones, chairman of the two-member panel holding the hearing, said he found it "troubling" that after leaving in their cars crews "are more or less on their own."

The maximum speed for track cars is 25 miles an hour by railway rules, Mr. Woito said. The maximum allowable speed for passenger trains on the line is 90 miles an hour.

The hearing re-opens in the Belleville courthouse Monday morning and is expected to run about a week. The more general inquiry is expected to begin in the middle of November.

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.

04/01/1971 *Windsor Star**Kingston (CN)**Brockville*

Engine mishap hurts watchman

BROCKVILLE, Ont. (CP) An engine jumped the track at a Canadian National Railway crossing Sunday, toppled a watchman's gatehouse which caught fire from an upset oil stove and injured the watchman.

Louis Philip Desmarais, 62, of Brockville, was dragged out of the building by fellow employees and taken to hospital with second-degree burns.

The yard engine had been switching a caboose onto a freight train when the engine struck the watchtower.

04/01/1971 *Brockville Recorder**Kingston (CN)**Brockville*

From a cutline under the photo of Engine 5206 which has its rear end slung up by the big hook.

DERAILED ENGINE - Derailed CN engine No. 5206 is shown here being lifted back onto the rails Sunday morning, several hours after it went off the tracks in front of the gatehouse at the Perth street crossing. The collision upset an oil stove in the gatehouse and the wooden gatehouse burst into flames, almost taking the life of the gateman. Louis Philippe Desmarais received second degree burns to 40 per cent of his body. He is in St. Vincent de Paul hospital. The derailed engine was moved to Montreal for inspection. Cause of the derailment has not been determined but a track supervisor said Sunday one wheel of the engine went off the track 900 feet east of the gatehouse and when the engine hit a frog in front of the gatehouse it bounced off the track and hit the gatehouse.

**Engine Wrecks Tower, Gateman Severely Burned**

A CNR gateman is in serious condition in St. Vincent de Paul hospital today suffering from second degree burns to 40 percent of his body as a result of an engine derailment at the Brockville CN station early Sunday.

Louis Philippe (Phil) Desmarais, 61, of 70 William street was tending the gate at the main CN crossing on Perth street in front of the CN station when one of two engines switching a caboose onto a freight train slipped off the tracks in front of his watchman's gatehouse and toppled the 20-foot high tower to the ground.

An oil stove in the gatehouse was upset by the force of the collision and the wooden building burst into fire. Flames engulfed the gateman and nearly took his life.

**Intensive Care**

The near-tragic accident occurred about 1:30 a.m. Sunday.

Mr. Desmarais was rescued from the burning gatehouse by two other CN employees, Bruce Emberley and Leo Rousselle, but not before he had received extensive burns to his head, face, arms, hands, neck and thighs.

The injured gateman is under intensive care at St. Vincent de Paul hospital where he was taken by ambulance shortly after the accident. Hospital officials report Mr. Desmarais "resting comfortably".

Mr. Desmarais is a 27-year veteran employee with CN. He has been a gateman for the past two years. Sunday he was working the midnight to 8 a.m. shift.

The engine which was derailed was one of two pushing a caboose from a spur line onto the eastbound main line, to be added later to a freight train travelling from Montreal to Toronto.

Engineer Ernest Gibbs of Belleville, was at the controls when the derailment occurred.

The cause of the derailment is still under investigation. Earl Woito, track supervisor from Cornwall, told the Recorder and Times Sunday he believed one wheel of the derailed engine went off the track about 900 feet east of the watchman's gatehouse when "a sharp flange on the wheel split a switch".

When the engine approached the gatehouse with one wheel off the track, it hit a "frog", a switching spot in the rails about 40 feet east of the gatehouse and bounced off the track. The derailed engine was travelling in reverse and the front end swung over to strike the gatehouse and knocked it down.

The sound of the collision attracted the attention of railway men in the yard office and the alert action of Mr. Rousselle and Mr. Emberley save Mr. Desmarais' life. Firemen were on the scene minutes after the blaze broke out and put the fire in quick order.

City police closed vehicular traffic to the north and south of the railway station on Perth street. (sic)

The derailed engine came to rest just west of Perth street on the eastbound main track. It was removed from the track Sunday at 11:30 a.m., and taken to Montreal for examination. Eastbound traffic was not hindered by the stricken engine, being re-routed past the station on the westbound track.

Mr. Emberley of Lyn, a railway fireman had just completed a shift and was getting ready to go home. He described his part in the rescue of Mr. Desmarais: "I had just come in from Montreal on the freight train and was putting my gear away in the yard office. From inside, we heard a bang but thought someone had "coupled up" hard.

"We paid no attention to it for a minute, then we went out and saw the tower on fire and heard a fellow hollering from inside."

He described the flames from the burning tower as "intense".

He said "it went up like a tinder box".

Mr. Emberley and Mr. Rousselle, who was the engine crew dispatcher on duty in the yard office, rushed to the tower and pulled Mr. Desmarais from the flames.

"I had heavy clothes on and the flames didn't bother me too much. Desmarais was groping his way out of the tower when we reached in from the outside and pulled him out.

"We threw him on the ground and I took my coat off and put it over him. The coat and snow we threw on him put the flames out".

A third CN employee, Roy Smallett, the on-duty operator, assisted in removing the injured man to the waiting room at the station before he was taken to hospital by ambulance.

**Photo Captions**

Toppled Gatehouse – Fireman inspect the charred remains of the watchman's gatehouse at the CN crossing on Perth street which burst into flames early Sunday when hit by a derailed engine. The burning building nearly took the life of the watchman in the gatehouse, Louis Philippe Desmarais, 61, of Brockville. The 20-foot high gatehouse was set ablaze by an oil stove which was upset when the gatehouse was struck by a derailed engine switching a caboose onto a freight train. Mr. Desmarais was dragged from the burning gatehouse by two fellow employees, Bruce Emberley and Leo Rousselle, but not before he received extensive second degree burns to about 40 per cent of his body. Later, wreckage of the gatehouse was bull-dozed into a corner of the parking lot, for later removal.

Louis Philippe Desmarais is shown here on the floor of the waiting room at the CN station following his rescue from his burning gatehouse early Sunday. The 61-year-old gateman received second degree burns to his head, face, neck, arms, hands and thighs before he was rescued by fellow employees Bruce Emberley and Leo Rousselle. Mr. Rousselle can be seen in the background looking on while ambulance attendants, in white pants and Roy Smallett, another CN employee who assisted in removing Mr. Desmarais to the waiting room, tend the injured man before his removal to St. Vincent de Paul hospital. Hospital officials report Mr. Desmarais "resting comfortably" today.

Louis Philippe Desmarais

Side Bar

Fire Awakened Photographer

Derailment confusion. Travellers irked by delay

Major re-routings of Canadian National mainline trains Friday afternoon brought howls of protest from passengers stranded at stations in Smiths Falls and Ottawa.

"They gave us no meal money, not even a coffee. I paid three dollars for celery, potato salad and chicken salad," said an Ottawa-bound passenger who had been delayed two hours in Smiths Falls.

The derailment of a freight train at Long Sault Friday afternoon cut both east and westbound tracks from Toronto to Montreal. One track was to be reopened by this morning. The re-routings meant some Ottawa-Toronto passenger service was disrupted or cancelled.

The 4.50 p.m. Toronto-Ottawa train, due here at 10.10, arrived after 1.30 a.m. The train had been put on a siding in Smiths Falls while Toronto-to-Montreal trains were cleared.

A CN spokesman in Ottawa said the problem was essentially that Montreal to Ottawa to Smiths Falls is single-line-track trying to replace the double-tracked main line.

CN adjustments meant delays, he said. The railway also consolidated some passenger trains from Ottawa to Toronto, causing delays up to six hours. The passenger said his train had been put on a siding in Smiths Falls and passengers were given no idea when the train would move. They were told only that five trains had priority over them, he said.

He said passengers were given no meal money and were not offered alternate transportation to Ottawa. He said 30 persons left for Ottawa by taxi rather than wait. He suggested the indifference shown by the CNR was in marked contrast to the policies of airlines.

Cutbacks blamed

Another passenger in Smiths Falls, who had spent six hours waiting for his train to Toronto, added: "If I didn't know better I'd say it was a cleverly contrived plot to alienate the public from railways."

The CNR operates its own track from Montreal to Smiths Falls via Ottawa and has an agreement with the CPR to run trains from Smiths Falls to Brockville.

The CNR also has a track from Smiths Falls to Napanee where it rejoins the main line. However, use of this line meant more delays as crack passenger trains such as the Turbo and Rapido could not run at maximum speeds.

Would-be passengers blamed railway cutbacks for lack of manpower to co-ordinate trains in the emergency situation. Passengers calling from Smiths Falls said there was no operator in the Canadian National station there to advise them when trains were due.

And no one at the CP Rail station could advise them of the situation.

Similarly, there is no operator between Napanee and Ottawa and the CNR was at a loss to account for the progress or lack of progress of various trains.

A CN spokesman in Ottawa said last night no chances could be taken because of safety considerations in co-ordinating the trains.

That was little consolation to the more than 200 passengers stranded in Smiths Falls.

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.

06/02/1971 *Ottawa Journal*

Kingston (CN)

Maitland

Edwardsburg Starch Co. began manufacturing starch at Cardinal in 1865, and Brockville Chemical and Super-phosphate Co. began making superphosphate fertilizer in 1869.

26/07/1971 *Ottawa Citizen*

Kingston (CN)

Super train coach tests at 120 mph successful

MONTREAL (CP) First tests of a prototype coach of a projected 120-mile-an-hour aluminum passenger supertrain were "very successful," engineers for MLVV Industries Limited say.

The coach is the first phase of the LRC Light, Rapid, Comfortable a two-locomotive high-speed train which engineers say could be operating on a Montreal-Toronto run by 1973.

The first of two locomotives for the project, a joint venture of Alcan of Montreal, Dominion Foundries and Steel Limited of Hamilton and MLVV Industries Limited, a division of MLW-Worthington of Montreal is to start tests in February, 1972.

William Bailey, an Alcan engineer who originated the project in 1967, said in an interview Thursday that the lighter, faster and more stable LRC would substantially reduce inter-city schedules without necessitating new track structures.

It could shave the Montreal-Toronto run to three hours. Current passenger trains take five hours for the 380-mile trip while the Canadian National Railway's crack but trouble-ridden Turbo made the trip in four hours before mechanical problems took it off the tracks again in January.

"It's ideally suited for short inter-city runs like that," Mr. Bailey said, "but the design is flexible enough for adaptation to longer hauls."

While both CP Rail and the CNR have expressed interest in the train, no firm orders have been placed, Mr. Bailey said.

The train's high performance would result from low air resistance because of its over-all low profile, low centre of gravity, low rolling resistance and low weight through the use of aluminum.

One of the key features is a banking mechanism in the train's suspension system which tilts the coach to straighten out curves and permit speeds 40 per cent faster than in conventional trains.

The coach's interior is soundproofed, fully air-conditioned, slightly pressurized, electrically heated and furnished with seats contoured to the shape of the body.

The federal Industry department is paying half the project's cost through its program for the advancement of industrial technology.



New train impressive

J. W. PickersgiU, president of the Canadian transport commission, said his first look at a prototype passenger railway car designed for high speed travel" between cities has given him "a lot of hope."

But he advised the developers Tuesday to "try and get the bugs out of it before they try it on the public."

The coach is part of a new LRC train for lightweight, rapid and comfortable being developed by Alcan Canada Products, Dominion Foundries and Steel Limi'ed, Dofasto and NLW [sic] Industries.

The federal trade department is sharing half the estimated development cost of \$2.5 million through its program for the advancement of industrial technology.

Faster curves

One of the train's main features will be a hydraulic banking system designed to take passengers comfortably through curves at speeds 25 to 45 per cent faster than now is possible with conventional equipment.

When completed, the train - designed as a push-pull unit with a locomotive at each end and up to 12 passenger coaches is expected to operate at 120 m.p.h. over existing tracks. The aim is to have it competitive with air travel between cities when factors such as service frequency and convenience are considered.

Harold Corrigan, president of Alcan Canada Products, said the train will be able to operate between Montreal and Toronto in three hours, 20 minutes.

25/11/1971 *Chesterville Record*

Kingston (CN)

Ingleside

Ingleside CNR station getting the axe.

INGLESIDE.- Demolition work has started on the four-year old C.N. station here, which has been boarded up and idle for several years.

The railway station was constructed in 1967 when the new town of Ingleside had the makings of a prosperous corporation.

But Ingleside did not boom as expected and the need for the station gradually declined.

Faced with increasing costs and the necessity of reducing expenditures, the company closed many of the smaller stations.

A firm from Brockville has taken on the task of levelling the prefabricated concrete slab structure. Photo by Bowden.

Craig Stevenson comments The "1967" date in the article must be a typo, as this was one of the stations built during the Seaway along with Iroquois, Morrisburg, Long Sault, and Cornwall.

07/01/1972 *Ottawa Citizen*

Kingston (CN)

Long Sault

CNR main line closed at Long Sault after freight train jumps the tracks

LONG SAULT (Staff) Twenty-two cars of an 84-car Canadian National freight train were derailed near here 1.30 a.m. today, ripping up track and closing both east and west Toronto-Montreal lines until at least noon Saturday.

No one was injured in the accident in which a car near the end of the eastbound freight jumped the rails and pulled 21 other cars off the tracks.

Only about half of the cars were loaded.

Three tank cars loaded with propane gas were cordoned off shortly after the accident in fear of an explosion but a railway spokesman said later in the morning there was no danger since none of the cars was leaking. Rapido late

Passenger and freight trains between Toronto and Montreal are being re-routed over Canadian Pacific tracks through Smiths Falls and are running up to 90 minutes behind schedule.

The Rapido, a fast passenger train between Toronto and Montreal, is expected to run about 30 minutes late until the CN line is cleared.

Cranes arrived at the accident scene about 5 a.m. and crews expect to have one line cleared by noon. Saturday. The second line should be repaired by Sunday.

It is the second time a CN train has been derailed here in little more than a year. Last January track was torn up in almost the same location, about 400 feet east of the old Long Sault railway station.

Railway officials have found no cause for today's derailment in which the locomotive and 62 cars continued down the track several hundred feet before stopping.

Ontario provincial police and ponce are investigating.

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,

10/01/1972 *Ottawa Citizen*

Kingston (CN)

Long Sault

CN Toronto-Montreal main line back in use.

The Canadian National main line between Toronto and Montreal is back in use today after 22 cars of an 84-car freight train derailed Friday and ripped up several hundred feet of track.

A CN spokesman, said today the westbound line was re-opened at 7 p.m. Friday, 17 hours after the eastbound freight derailed.

Railway officials have not yet determined the cause of the accident which forced rerouting of trains over Canadian Pacific tracks through Smiths Falls.

The eastbound line was reopened early Saturday and freight and the passenger service returned to normal.

Rapido moving at 75 mph

truck-train crash kills two

CORNWALL (Special) Two teenagers were killed in truck-train collision Saturday one mile northwest of Long Sault.

The quarter-ton truck driven by Daniel Zeran, 18, of RR 1, Newington, piled into the baggage car of the Montreal-bound Rapido at 1.12 p.m. Brent Evans, also 18, of Main Street in Newington was a passenger in the truck. Both were killed instantly.

The two were driving to Cornwall on the Wales Road. The train's engineer told police he sensed the truck would not be able to stop at the level crossing and tried to halt the train, which was travelling at about 75 m.p.h.

The truck struck the train, spun around, and was dragged one mile down the track.

It took more than an hour to remove the truck and the bodies from beneath the train.

The victims were both Grade 13 students at Osnabruck District High School in Ingleside

09/02/1972 *Ottawa Citizen**Kingston (CN)**Morrisburg*

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.

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 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 Citizen**Kingston (CN)**Morrisburg*

'Hot box' seen as key suspect

MORRISBURG Splintered railway ties leading to the scene of Friday's 36-car derailment emerged today as clues to the cause of the crash.

While Canadian National Railways officials are declining comment on the cause, the splintered ties are indicative of what is known by railway workers as a "hot box".

Two boxes, one above and one beneath the axles of railways cars, are grease-filled to lubricate the spinning axle.

It is possible for the boxes to run dry, overheat and cause the axle to seize. The wheels affected on that car then stop turning.

Unofficial sources said the splintered ties along a quarter-mile section of line here indicate a wheel had seized and jumped the tracks.

Speed of the eastbound, 98-car freight train was estimated at 60 m.p.h. at the time of the derailment.

The derailed car, tenth behind the locomotive and carrying about 15 tons of steel, continued to splinter ties until it reached a spur line joining the main track from Seaway Chemicals Limited.

As it hit the junction, it caused other cars to derail and pile atop one another.

A total of three tank cars carrying almost 34,000 gallons of propane gas exploded. One of the cars, weighing about 60 tons, was blown a quarter-mile and reached a height of about 50 feet as it cut a swath through a wooded area.

Neither the five-man train crew nor a dozen bushworkers cutting trees near the accident scene were injured.

A fourth propane tank car was ruptured in the derailment and caused railway officials to delay cleanup operations. It shot flames up to 100 feet in the air.

It was eventually pulled to one side of the lines while crews cleared the main Toronto-Montreal track. A provincial police spokesman said the tank car was still spouting flame today.

The westbound track re-opened about 7.45 p.m. Sunday and the east-bound line was expected to re-open later today.

Trains were rerouted through Brockville, causing delays of up to two hours.

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 denailmerft 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*

Track clear

MORRISBURG (CP) 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 the final clean-up is expected to be finished Monday.

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.

21/02/1972 *Ottawa Citizen**Kingston (CN)*

Hit by train

The storm was at its height in Lancaster Township Saturday afternoon when Uwe Rumke, 20, of Concession Road 1, Lancaster Township, attempted to drive across some railroad tracks. His late model car was hit by a Canadian National Railways passenger train from Toronto and was carried a mile down the line.

Mr. Rumke was returning home along a private road after doing farm chores when the accident occurred. Visibility was about 50 feet.

Lancaster man killed at crossing

CORNWALL (Special) A Lancaster resident was killed instantly at 3.30 p.m. Saturday when his car was cut in half by a moving train at a level crossing five miles west of here.

Dead is 20-year-old Uve Rumke.

The train, travelling east to Montreal, was delayed for four hours as a result of the accident. The mishap occurred during a snowstorm.

02/11/1972 *Ottawa Citizen*

Kingston (CN)

Kingston

Trains delayed

KINGSTON, Ont. (CP) Two trains were stalled for 2 1/2 hours on the main Canadian National and Canadian Pacific rail lines Monday night because of a leaking propane tank in the Public Utilities Commission yard near the tracks. Firemen blanketed the tank with foam, before traffic resumed.

15/12/1972 *Ottawa Citizen*

Kingston (CN)

Kingston

CN plans new station, elimination of curve at Kingston

Part and parcel of Canadian National's new station project for Kingston is the relocation of a portion of its main line trackage to eliminate a severe curve. To be constructed north of Elliott Avenue, the diversion will be approximately one mile long. The present station is situated about mid-point in the curve. When completed the diversion would permit the railway to operate its Turbo, slated to resume service sometime in 1973, at 80 m.p.h., conventional passenger trains at 70 and through freight trains at 60. Because of the severe curve there is a present 30 m.p.h. speed restriction on all trains.

26/01/1973 *Ottawa Citizen*

Kingston (CN)

Turbo train test stopped in Morrisburg

BROCKVILLE (Special) The problem-plagued Canadian National turbo train ran into more difficulties while on the first of a series of new test-runs Thursday. (25/1)

The turbine-powered train left Montreal in mid-afternoon but never reached its destination here. The train was held up in Morrisburg for about six hours and then returned to Montreal.

According to one CN spokesman the trouble was mechanical, but he would not specify.

The turbo train first introduced in 1968, has been taken out of service twice and has had about 100 modifications to cure recurring mechanical problems.

The major changes were on the electrical and suspension system to enable it to withstand rough winter conditions.

07/03/1973 *Ottawa Citizen*

Kingston (CN)

Brockville

Turbo train complete a test run.

Brockville - after months of delay the problem - plagued the Canadian National Turbo train finally made it through a complete test run.

The sleek silver train completed a trip between Montreal and here with no problems Tuesday. Last month, the train attempted a similar run, but was stopped by mechanical problems in Morrisburg.

The train, first introduced in 1968, has been taken out of service twice and has undergone about 100 modifications to ease recurring mechanical problems.

The major changes were on the electrical and suspension systems to enable it to withstand rough winter conditions.

17/03/1973 *Ottawa Citizen*

Kingston (CN)

Turbo train rolling again for testing

TORONTO (CP) The trouble-plagued Canadian National Railway's Turbo train made two trips from Montreal to Toronto this week, the first since the five-train fleet was taken out of service in August 1970.

There were no passengers on board. A railway spokesman said the trips Thursday and earlier in the week were part of tests being conducted by United Aircraft Company of Canada Limited, joint developer of the train with CN.

Three more tests are scheduled for next week. United Aircraft hopes to have a three-train, nine-car fleet servicing Toronto and Montreal by this summer.

The Turbo was first introduced in 1968 but CN has refused to restore the fleet until it is convinced it will be able to remain in service on a regular basis.

The Turbo can make the 400-mile trip between Montreal and Toronto in less than four hours, an hour faster than CN's Rapido.

28/03/1973 *Ottawa Journal*

Kingston (CN)

Brockville

Ottawa man killed by train near Brockville

BROCKVILLE (Special) - A 34-year-old patient at the Brockville Psychiatric Hospital was killed Tuesday morning when he was hit by a train one mile east of here.

Police say Donald Doig, of Ottawa, apparently wandered away from the hospital and was walking down the tracks when hit.

31/05/1973 *Ottawa Citizen*

Kingston (CN)

Canadian National's Turbo train

New and better Turbo train ready

TORONTO (CP) A new and more powerful edition of the trouble-plagued Turbo train will appear on the Canadian National Railways' Toronto-Montreal passenger route starting June 22.

J. H. Richer, CNR executive vice-president, said the newly designed Turbo is longer than its predecessor and "extensive modifications have been made to ensure a high standard of performance and easier maintenance."

Three such trains will be placed in service, each nine cars long and each with a passenger capacity of 372. The Turbo trains will leave Toronto and Montreal daily at 4:30 p.m. EDT and arrive at their destinations four hours and 10 minutes later. They will replace the afternoon Rapido trains, and will make intermediate stops at suburban Guildwood and Dorval, just outside Montreal.

CNR said the three new Turbos have completed 13,000 miles of operating tests and have reached maximum track speed of 95 miles an hour.

Average speed will be just more than 60 miles an hour.

The Turbo, a much-celebrated addition to the CNR service, was yanked off the track Feb. 1, 1971, for modifications after a series of problems.

Since then, United Aircraft of Canada Ltd., designer of the train, has been working on an improvement program in which transmissions have been made interchangeable and new suspension guidance arms installed.

The Turbo made its initial appearance in December, 1968, almost two years behind schedule. Just 28 days later it was removed from service after a series of mechanical breakdowns, frozen toilets and other malfunctions.

A press preview run of the Turbo ended abruptly, near Kingston, Ontario, when the train collided with a truck hauling beef carcasses,

Super train's back

Turbo finally passes its rasil test

Turbo, the problem-plagued, CNR "supertrain," is back on the rails five years and two false starts after it was first introduced.

Heralded in 1968 as the ultimate in rail travel, Turbo will begin daily runs between Montreal and Toronto this Friday, clipping 50 minutes off the usual five-hour trip.

The 120-mile-an-hour CN Turbo made a successful demonstration run from Montreal to Brockville Tuesday showing speed and comfort that is truly an improvement over standard rail travel.

A second demonstration run yesterday took newsmen from Toronto to Belleville, the same run which in 1968 ended in a collision with a meat truck at a level crossing near Kingston.

The train Tuesday hit a top speed of 97 m.p.h., as compared to the average 67 m.p.h. attained by the conventional diesel-hauled Rapido.

Turbo was taken out of service in February, 1971, after Canadian winters did their worst and froze the train's hydraulic suspension system and caused shorts in the electrical system.

After about 120 modifications, Turbo is ready for full-time operations. The train is longer and more powerful, and can now accommodate about 370 passengers.

Turbo is fired by five 520-horsepower turbine engines which can be changed within, two hours.

Turbo will replace the 4.30 p.m. Rapido run from Montreal, and will go non-stop to Toronto.

A ticket on supertrain costs \$3 more than the usual ticket for the club car and \$2 more for coach accommodations. This puts the cost of club fare at \$25.50, which includes a meal, and the cost of coach fare on a red day at \$13.50.

This compares to the Montreal-Toronto air fare of \$30. The new Turbo is composed of nine cars and is considerably heavier than the first-introduced model.

CN is renting Turbo from United Aircraft of Canada who developed the train on a three-year lease with the option to buy if the once-jinxed train proves itself.

A CN spokesman said customers are willing to pay the extra cost to get to and from Montreal 50 minutes earlier. He said all seats are sold out already for the first passenger service run Friday.

23/06/1973 *Ottawa Citizen*

Kingston (CN)

TROUBLE STILL DOGGING CNs TURBO TRAIN

MONTREAL (CP) Canadian National launched its high-speed Montreal-Toronto turbotrain Friday for the third time and encountered troubles again.

Passengers had an unscheduled 35-minute stop in Cornwall after the lights went off and the airconditioning failed. The turbotrain continued for the rest of the trip with one engine closed down.

The train made the 337-mile run in five hours and six minutes, 56 minutes behind schedule.

Tickets for Friday's run to Toronto were sold out a week in advance.

25/06/1973 *Ottawa Journal*

Kingston (CN)

Trouble hits turbo again

TORONTO (CP) - Trouble hit the Canadian National's Montreal-Toronto turbo train again Saturday.

Twenty minutes out of Montreal, a signal indicated the new train's brakes had seized.

"We knew they hadn't seized but you just can't take chances," said information officer John Noel. "We had to clear the train."

Passengers were transferred to a diesel-powered train and arrived here two hours and 20 minutes late.

26/06/1973 *Ottawa Journal*

Kingston (CN)

2 of 3 turbos out of action

TORONTO (CP) - Only four days after Canadian National Railways' Montreal-Toronto Turbo train returned to regular service, CN announced Monday that two scheduled Turbo trips have been cancelled.

Two of CN's three, trouble-plagued trains suffered serious breakdowns during the weekend and have been towed into Montreal shops for repairs.

"We are naturally disappointed and surprised, too, after the excellent performances of Turbo following months of tests," a CN spokesman said Monday.

CN has replaced today's scheduled Turbo trip leaving Montreal this afternoon with a conventional train which takes about 90 minutes longer. The Turbo leaving here Wednesday also has been replaced with a conventional train.

The Turbos, scheduled to make the 400-mile trip in four hours, 10 minutes, are owned by United Aircraft and leased to CN, which has the option to buy them after three years of operation.

Friday, the Turbo from Montreal experienced a failure in its air conditioning and lighting system that delayed the trip 56 minutes.

Saturday, 315 passengers had to be transferred to a regular train after the Turbo came to a halt shortly after leaving Montreal.

Then, on Sunday, the Turbo from Toronto reached Cornwall before breaking down and forcing more than 300 passengers to transfer to a special backup train which got them to Montreal one hour and 10 minutes late.

Some officials have speculated that perhaps the capacity crowds which have filled the trains since their return to service have been too much of a strain on them.

28/11/1973 *Ottawa Journal*

Kingston (CN)

Maitland

Nitric acid plant set for Maitland

MAITLAND (Special) August A. Franck, chairman of Genstar Ltd. in Montreal has announced a \$4 million nitric acid plant will be built here.

Brockville Chemical Industries, a division of Genstar, will administer the new facilities. Construction is expected to begin in 1975. The plant will produce 500 tons of nitric acid daily.

19/12/1973 *Ottawa Citizen*

Kingston (CN)

Will trouble-plagued Turbo succeed this time?

Turbo rides. . . again

TORONTO (CP) - The trouble-plagued Turbo trains operated by Canadian National Railways resumed carrying passengers daily between Montreal to Toronto Monday after several months of testing.

A CN spokesman said minor brake problems caused a 17-minute delay in the scheduled four hour and 10-minute run on the trip to Toronto when the train stopped twice en route for brake adjustments. The Toronto-to-Montreal train arrived on time without incident.

First introduced in 1968, the Turbos have been recalled several times for mechanical problems.

But CN isn't giving up even if this set of two-a-day runs should prove another false start, said public relations officer Maurice Simms.

"Despite all it's problems, it's very promising."

He said the trains have been "performing well" on a week of test runs carrying CN personnel.

The two daily runs one in each direction now supplement regular schedules and are aimed at reducing some of the Christmas load, he said.

But if Turbo proves itself this time, it might replace two Rapido trains between the two cities in the new year.

Terrific Turbo

Financial Times News Service

MONTREAL Yes, it is working. The temperamental Turbo has been put back into service between Montreal and Toronto and so far it has been behaving. Canadian National Railways re-introduced the super-fast train on Dec. 17 and since then it has not been more than 10 minutes late. CN is now running the Turbo with passengers as part of a three-year program to evaluate its performance and cost also to accommodate the 'holiday rush. If all keeps going well the Turbo will be put into regular service on Jan. 10.

The railway leases three Turbo trains from United Aircraft of Canada Ltd.; two are being used and one is a back-up.

The Turbo was first introduced Dec. 12, 1968, as part of CN's effort to compete with the airlines, and , was in and out of service until Feb. 1, 1971. At that time it was hauled off the tracks and extensively modified by United Aircraft.

In June of that year, the refitted Turbos were returned to service but whisked to and fro for only one week then encountered air conditioning and lubrication problems.

The Turbo leaves Montreal and Toronto every day at 4:30 p.m. and takes four hours and 10 minutes to reach its destination; 50 minutes less than the Rapido, CN's current express train on the Montreal-Toronto run.

CN offers passengers two fares on the Turbo; club car, \$24 one way with a meal but no free liquor; coach, with fares ranging from \$12.60 to \$16.50 and no meal.

23/01/1974 *Ottawa Citizen**Kingston (CN)*

Another Turbo train added

TORONTO (CP) Canadian National Railways says its Turbo train service between Toronto and Montreal is so successful that another train has been added to the run.

Yvonne Moss, general manager of passenger sales, said Tuesday the Turbo trips have frequently been sold out during the last month. The train has formed with total reliability since it was reintroduced to service before Christmas, she added,

CN is adding another trip by its Rapido trains which will depart both Toronto and Montreal Friday and Sundays about 4:30 p.m.

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 Montreal and Toronto. The derailment occurred on a curved portion of track, no cause was given. Some of the freight cars were carrying appliances.

11/02/1974 *Ottawa Citizen**Kingston (CN)*

Derailed Freight Cleared

KINGSTON, Ont. (CP) Canadian National Railways main-line traffic between Toronto and Montreal returned to normal today as work crews cleared a blockage on the eastbound track caused by a freight derailment Sunday night.

Eastbound trains were being rerouted over an auxiliary track through Kingston as crews restored the main line after nine freight cars and three diesel engines left the track at Kingston station. Westbound traffic continued normal.

No one was injured when the rolling stock left the tracks at about 20 miles an hour. There was no estimate of property damage. CN officials said the cause had not yet been determined but a broken rail was suspected.

23/05/1974 *Ottawa Journal**Kingston (CN)**Maitland*

Chemical plant expansion announced

MONTREAL (Special) -Genstar Limited has announced a \$2 million expansion of ammonium ' nitrate , manufacturing facilities at its Brockville chemical division plant in Maitland, Ont.

The program includes installation of new production, equipment, warehouse space and storage tank for completion in the third quarter of 1975.

Ammonium nitrate liquid production will be increased by 120,000 tons a year and production of prills by 53,000 tons per year, effectively doubling present capacity.

This new production capacity will help Brockville meet the increasing demand for agricultural fertilizers in Eastern Canada

10/06/1974 *Ottawa Journal**Kingston (CN)*

Freight derailment BROCKVILLE, Ont (CP) Mainline traffic between here and Montreal was 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 and cabs were scattered in a ditch when a truck car overturned.

10/06/1974 *Ottawa Citizen**Kingston (CN)**Prescott*

Dupont personnel avert disaster after train wreck

PRESCOTT (Staff) - Dupont Canada personnel averted what could have been a major disaster Saturday when 17 cars derailed on the Canadian National Railways mainline near the Dupont chemical plant, three miles west of here.

There were no injuries in the accident, but one of the derailed tank cars carrying highly explosive tetraethyl lay on its side leaking the poisonous liquid.

A five-man Dupont emergency crew worked 3 1/2 hours to seal a filling valve, which leaked about 18 gallons of tetra-ethyl lead onto the tracks.

"It's like a nightmare when you look at the way the car was bounced .aJ over the place," said John Myers, chemical manager for the Dupont plant.

The body of the tank car, which was carrying the chemical for "no-knock" gas from the Sarnia Ethyl Corp., was not damaged.

Traffic along the line was halted for about 20 hours. While the track was out of use, passenger trains were rerouted via Smiths Falls and Cornwall.

Cause of the accident, which occurred about 8:20 p.m. Saturday was not immediately determined. CN officials are still assessing extent of the damage, which was unofficially estimated at \$500,000.

"It's fortunate that the accident happened right outside our place because we had the expertise to stop the leak right away," said Mr. Myers.

He said 20 per cent of the 6,000-gallon tank would have spilled if the leak hadn't been stopped.

"We were prepared to dam off the area if the leakage got serious," he said.

The body of the car, which was shipping the ingredient for "no-knock" gas from the Sarnia Ethyl Corp., was untouched.

Mr. Myers, who is on 24-hour weekend call, was summoned to the accident because Dupont is a member of TEAP, a co-operative emergency program run by the Canadian Chemical Producers Association to deal with accidents involving chemicals.

26/10/1974 *Ottawa Citizen**Kingston (CN)*

Turbo to run in mornings

MONTREAL (CP) Canadian National Railways is to add week day morning Turbo trains to its passenger service between Montreal and Toronto.

CN said the morning Turbos will leave both cities at 7:45 a.m., stopping at Dorval, Que., and Guildwood, Ont., en route, before reaching their destinations at 11:55 a.m.

The new service, designed to meet "increasing demand," will increase the number of all types of passenger trains on the run to six from five a day.

Truck hits train

CORNWALL (Special) Cleanup crews are on the site of a truck-train collision which occurred Monday afternoon at the CNR overpass on Boundary Road. The collision resulted in \$232,000 damage but only minor injuries to the driver of the truck.

He was identified as Gerard Moise, 27, of 1214 Notre Dame St., Cornwall. He was treated and released from, Hotel Dieu Hospital for cuts and bruises. The driver of the train was Albert Baker of 41 Elrosley St., Smiths Falls. The front of the train, including the engine and two cars, was damaged and 200 feet of track was ripped from the main line.

The gravel truck which Mr. Moise was driving sustained \$32,000 damage.

Police have blocked off the street today pending cleanup operations.

17/07/1975 *Ottawa Citizen*

Kingston (CN)

Cornwall

Train hits man, cow

CORNWALL, Ont. (CP) Norman MacDonald, 71, of Cornwall was killed Wednesday when he was hit by the CN Rapido while he was driving his cattle across the railway tracks.

Police said Mr. MacDonald was, trying to remove one cow that, refused, to get off the tracks when the westbound train hit him and. the cow.

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 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 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 ---

20/11/1975 *Ottawa Journal*

Kingston (CN)

Brockville

Man, 56, killed by train

BROCKVILLE (Special) George Arthur Place, 56 a patient at Brockville Psychiatric Hospital, was killed Wednesday when struck by a freight train on the CNR main line just north of the hospital.

Mr. Place had apparently .gone for a morning walk. and did not hear the Montreal bound freight train.

His body was found under one of the cars approximately 100 feet behind the engine. Mr. Place had been a patient at the hospital for 10 years. He was originally from Ottawa.

Leeds County coroner Dr. J. W. McDougall is investigating.

19/03/1976 *Ottawa Journal*

Kingston (CN)

Maitland

Derailment wrecks three 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 said Thursday night the damage has not yet been assessed. The line has been cleared.

19/03/1976 *Ottawa Journal*

Kingston (CN)

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23/04/1976 *Ottawa Citizen*

Kingston (CN)

Morrisburg

TURBO STREAKS TO NEW RECORD MONTREAL

(CP) A Canadian National Railways Turbo train set a new Canadian rail speed record of 140 miles an hour near Morrisburg, Thursday on a special run between Toronto and Montreal.

The Turbo broke the previous record of 129 miles an hour set in March by an LRC (light, rapid, comfortable) train operated by CP Rail between Quebec City and Montreal.

About 100 passengers reporters, railway officials and rail union leaders were aboard during the 20-mile speed test between Prescott and Morrisburg.

The speed trial capped a CNR announcement of increased passenger service in central Canada beginning Sunday.

Historic rail line fades out

RENFREW A 20-minute hearing by the Canadian Transport Commission was told Thursday the abandonment of 12 miles of historic rail line between here and Calabogie would have absolutely no impact on the local economy.

Described by chairman John Gray as "the shortest hearing I've held on a rail abandonment," it was told that neither communities or other companies would suffer if Canadian Pacific Rail closed the line.

Harold McGinn of Smiths Falls, supervisor with the CP Rail, said the last train to run on the line was in 1970. This consisted of 18 carloads of hay from Calabogie to Vermont.

"The line has deteriorated and much of the rail is in poor shape," said Mr. McGinn. The right of way, which is used by snowmobilers in winter, is largely overgrown with brush, grass and weeds.

There has been no regular service on the line since 1961 when the line south of Calabogie was abandoned. The last shipment to Calabogie was received in 1966.

Mr. McGinn said that the area affected by the line is served by trucking companies operating out of Renfrew and there is Canadian National and CP rail service in Renfrew.

Mayor Norman Wilson of Renfrew said the town does not oppose the closing of the line and suggested that the right of way be turned over to the county of Renfrew to be maintained as a public trail and recreation area.

Nature trail

"Such a venture would meet and blend with a similar nature trail in Lanark County which is built along the same line which was closed earlier," he said. The proposal has not yet been put to county council.

Mr. McGinn said that company practice on abandoning lines has been to give adjacent landowners the first right of refusal on buying the right of way.

He said that it would cost about \$820,000 to rehabilitate the line to the point where it could be used for traffic up to 25 miles per hour. It would cost \$46,000 a year to maintain the line in that condition.

Mr. McGinn said there appears to be no future need for the line in the Calabogie area. He said that a study carried out last year by Hilton Mines Ltd. of Bristol, Que., showed it would be economically unviable to develop low-grade ore deposits owned near Calabogie by Algoma Steel Ltd. CP Rail would continue to maintain 1.6 miles of line outside of Renfrew but the remaining 12.8 miles to Calabogie would be closed. The railway transport committee of the CTC will make a ruling on the application later. There were no objections to the closing.

The line, known as The Renfrew Spur, is part of the original railway constructed from Kingston to Renfrew by the Kingston and Pembroke Railway Company in 1871-75. The line, which was first built to supply the Kingston area with raw materials from the north, has been operated by CP Rail since 1913 on a 999-year lease.

28/08/1976 *Ottawa Journal*

Kingston (CN)

Morrisburg

Bomb scare delayed Turbo

MORRISBURG Ont. (CP) Two CNR Turbo trains travelling between Toronto and Montreal were stopped and searched Thursday night after CNR officials received two phone calls warning that bombs have been placed aboard the trains.

No bombs were found.

About 150 persons on the turbo train travelling to Toronto had to wait three hours in a field near Morrisburg while police searched the train for a bomb.

The train was stopped about 12 miles west, of this community 35 miles east of Brockville. The passengers got off and provincial police from Prescott and Morrisburg searched all the baggage on board.

In Brighton, about 90 miles east of Toronto, about 150 passengers travelling to Montreal were delayed for about an hour while that train was searched.

John Noel, head of the public information section of CNR in Toronto, said a person called at about 7 p.m. Thursday to warn that a bomb was aboard one of the trains. Soon after the first train was cleared to proceed, a second phone call was received.

"This time the caller said that he had given us the wrong train the first time," Mr. Noel said, "and that the bomb was really on the turbo out of Montreal."

24/02/1977 *Ottawa Citizen*

Kingston (CN)

Brockville

Cars, engines leave track

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

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

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

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

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

No cause for the derailment has been cited the derailment.

18/04/1977 *Ottawa Journal*

Kingston (CN)

Lancaster

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

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

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

18/04/1977 *Ottawa Citizen*

Kingston (CN)

Lancaster

Cornwall woman dies when struck by train

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

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

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

12/05/1977 *Ottawa Citizen*

Kingston (CN)

Lansdowne

Elderly man killed when struck by train

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

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



Three CNR cars, derailed in Cornwall

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

28/04/1978 *Ottawa Journal*

Kingston (CN)

Gananoque

Rail bridge damaged by fire

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

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

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

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

31/05/1978 *Ottawa Citizen*

Kingston (CN)

Iroquois

Turbo burns near Iroquois

Open probe may be held into Turbo train's safety

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

The federal government has begun a full investigation into what caused the lead engine to burst into flames during a run from Montreal to Toronto. Canadian Transport Commission investigators will also look at fire-prevention equipment carried by Turbos and at materials used in construction of the trains.

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

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

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

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

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

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

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

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

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

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

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

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

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

24/07/1978 *Ottawa Citizen*

Kingston (CN)

Kingston

Discovery Train launched

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

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

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

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

12/12/1978 *Ottawa Journal*

Kingston (CN)

Brockville

CN train derailed

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

30/05/1979 *Ottawa Journal*

Kingston (CN)

Iroquois

Passengers from flaming train trek down tracks

Engine in flames within 15 minutes

Peter Buckley of Montreal, a passenger on Via Rail's Turbo train, said there was no indication of fire when the train came to a stop in the wooded area near Iroquois Tuesday.

He said about .five minutes later crew members rushed through advising passengers to leave the train.

"Stepping out on to the track we could see flames and heavy black smoke coming out through the exhaust on the top of the train."

Within 15 minutes the engine was engulfed in flames, he said. "There was a lot of damage," said OPP Constable Lee McCasslin. "The engine is all burned up, the next car is demolished and the third is badly smoked. There was a lot of fibreglass. It just melted down."

The front car was so badly damaged the body sagged on to the rails, he said.

Iroquois, Morrisburg and Williamsburg volunteer fire departments fought the blaze for about three hours before it was extinguished at 7:20 p.m.

The accident tied up the westbound line for about four hours. The train with its burned- to out engine and coaches was towed back Montreal.

Via owns three of the nine-car, self-propelled turbo-trains, inherited from CN when it took over all inter-city passenger train service last year from CN and CP Rail.

The fire is not the first on a turbo, designed by United Technologies of Hartford, Conn., and built by its Canadian subsidiary. Pratt" and Whitney Co. Ltd., in Montreal.

In 1973, a CN Turbo caught fire just west of Montreal while on a demonstration run for officials of Amtrak after the train sideswiped a freight car.

Via Rail spokesman Brian Heath said it was too early to say whether Via would reassess the use of turbos.

The train, powered by gas-turbine engines, was supposed to enter service in 1967, but did not appear until December, 1968, because of construction delays.

A month later service was suspended because of winter operating problems and did not resume until May, 1970. It was suspended again in February, 1971, because of more mechanical problems. Service resumed again in June, 1973.

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."

Turbo destroyed by fire, 205 flee none injured.

Two hundred and five rail travellers escaped uninjured late Tuesday afternoon when VIA Rail's prestigious Turbo train burned on the tracks just east of the Brinston Road.

The Toronto bound train left Montreal on time at 3:30. p.m.. and it was due in Union Station shortly after 8 p.m.. The fire was noticed at what railroad people refer to as mile 92.7 and by the time it was able to stop, the train was located halfway between the Brinston Road and Flagg Road Crossings. Passengers were asked to leave the train immediately as smoke was pouring from the front section and flames were shooting from the engine area.

Passengers interviewed on the scene said there was no panic and that the evacuation was an orderly one. Most of the passengers, businessmen and young people walked the miles from the burning train to the Flagg Road where they were picked up several hours later and taken to Toronto by the Rapido.

Morrisburg firemen were first on the scene having been alerted by railroad officials who picked up the message by radio from the train. They called the Iroquois volunteers, since the fire actually occurred in Matilda Township, and together both crews fought the stubborn fire.

The men were hindered by the trains relative isolation and attempted to carry firefighting materials by hand down the tracks. Both the Iroquois and Morrisburg pumpers were driven slowly down the centre of the railway line and were used to pump water and foam onto the flames. The burning diesel fuel and foam and fiberglass interior of the train produced clouds of thick black smoke that could be seen for miles.

Iroquois fireman's stayed with the train until 11. p.m. because officials were worried that it might erupt again into flames. The local volunteers were called out again at 1 a.m. Wednesday when the damaged section of the train was brought to a siding in Morrisburg. Some fireman rode with the train at the request of railroad officials in case fire broke out.

Earlier in the evening, Iroquois fireman had brought portable generators and lights to the scene to enable railroad men to inspect the train and to help with the clearing of the tracks.

Although there was no official comment on how the fire started, one CN employee noted that there were overhead stacks above the engine that could have been the cause. He added that the train, which is mostly electronically controlled has a self-extinguishing device incorporated into the design. He added that a red light should have lit up on the electronic panel if a fire existed. The vehicle has an automatic shutdown for fuel as part of the safety system.

The turbo is owned by a VIA Rail, a crown corporation which pays CN for the use of the tracks. There were nine cars on the train that normally carries over 300 passengers. The train is composed of aluminum in an ultra-modern design.

Of the nine units on the train three were burned. The first unit, the (the engine) was destroyed, as was the second and half of the roof was burned out of the third.

The Montreal to Toronto line is controlled by a central train computer located in Belleville. It automatically diverts trains around the stalled train.

The train uses diesel fuel and that substance was still dripping onto the tracks at midnight as the undercarriage, normally lifted by airbags rested on the tracks. The brakes were jammed, a fact that made removal of the train difficult.

The rails were to be inspected before any trains run over them because of the intense heat and weight. No estimates were available at press time as to when the westbound line would be open.

The incident put Iroquois on the map for a short time on Tuesday night. Both national TV networks made mention of the story, noting that it happened near Iroquois. Fireman at the local station reported that they were contacted during the evening by all Toronto, Ottawa and Montreal papers, and most wire services. Photos taken by the Post staff have appeared in Toronto and Ottawa papers.

01/06/1979 *Ottawa Citizen*

Kingston (CN)

Morrisburg

Via must either scrap two Turbos or buy mothballed unit from U.S.

Via Rail is considering scrapping its last two high-speed Turbo trains after one went up in flames Tuesday, officials say.

Its other alternative would be to buy one or more similar turbine-powered trains from the U.S. government's Amtrak passenger rail service.

Amtrak has already mothballed its three Turbos of the same type, opting for French-made trains that are easier to maintain.

Via Rail officials say no decision is likely on future use of Turbo trains until after a minute examination of the wreckage of the train that caught fire Tuesday on a run from Montreal to Toronto.

The Turbos have been withdrawn from service indefinitely pending an investigation of the fire.

It was the third Turbo to catch fire, not counting one that burned near Montreal in 1973 after it side-swiped a freight train while on a test run.

A CN Turbo was destroyed by fire in 1975 and one of the Amtrak Turbos was also damaged by fire about two years ago, although Amtrak says this was not the reason the controversial trains were withdrawn from service.

The Via Rail Turbo's lead engine that burst into flames near Morrisburg will be examined in Montreal by investigators of Via Rail and the Canadian Transport Commission.

Via Rail officials say they hope the investigation will show whether there is a hidden defect in the engine that caused the fire.

Via Rail spokesman Brian Heath said it would be unfair to lump the 1973 fire with the others, because it occurred after a crash. "Even a Rolls Royce can catch fire if you drive it into a truck."

Until now, Via Rail has operated two Turbo trains on the Montreal-Toronto run, with the third held in reserve. Via Rail president Frank Roberts says three Turbos are needed to maintain the service.

Amtrak says it would be happy to sell one or more of its mothballed Turbos to Via Rail. It bought one of them from CN several years ago for about \$2 million.

Amtrak spokesman Jim Bryant said the three Turbos were taken out of service because of mechanical problems. He said Canadian operators have been more successful in overcoming the problems. Even so, it is necessary to take the entire train out of service every time a fault develops in one car, he said.

Heath said the Canadian Turbos have had a 98 per cent reliability record in recent months.

05/06/1979 *Ottawa Journal*

Kingston (CN)

Morrisburg

Turbo train still in Morrisburg

MORRISBURG Via Rail's burned out Turbo train was still in Morrisburg today undergoing a preliminary on-site investigation. Plans to take the train to Montreal for investigation and repairs on Friday were changed when officials of a number of the parties involved decided to make a preliminary check at the site of the accident.

Investigators check Turbo train wreckage

MORRISBURG (Staff) Via Rail's burned-out Turbo train is still in Morrisburg today undergoing a preliminary on-site investigation.

Plans to take the train to Montreal for investigation and repairs on Friday were changed when officials of a number of the parties involved decided to make a preliminary check at the site of the accident.

The front three units of a nine-unit Turbo, bound for Toronto, caught fire a few miles west of here last Tuesday night.

Via Rail sent two gondola cars, a flatbed car and a crane down from Montreal Thursday but they are still here and will probably take the damaged units back to Montreal sometime this week.

Investigators from Via Rail, CN, Pratt and Whitney and the Canadian Transportation Commission are in Morrisburg for the preliminary inspection.

Turbo train taken away

The wrecked lead engine of the highspeed Turbo train that caught fire a week ago near Morrisburg was to be taken to Montreal today. The engine was lifted by crane onto a CN flatbed car Tuesday in preparation for the move to the Taschereau yards, where it will undergo further investigation to determine what caused it to burst into flames. The fire forced the evacuation of 210 passengers. The remaining eight units on the super-train are expected to be towed to the Turbo service bay at Montreal's Central Station today for extensive safety checks.

Via Rail officials said the delay in moving the disabled train from the site of the fire resulted from a desire to carry out a "full on-site investigation." Meanwhile, Via Rail, the Crown corporation that operates passenger train service, has suspended its Montreal-Toronto Turbo run indefinitely, pending the outcome of the investigation, and safety checks.

In addition to the Turbo damaged by the fire, Via Rail owns two other sleek Turbo trains, each made up of two engines and seven passenger cars. The fire investigation is being carried out by experts from the Canadian Transportation Commission, Via Rail and Canadian National.

19/06/1979 *Ottawa Citizen**Kingston (CN)**Morrisburg*

Turbo fire result of break in pipe

TORONTO (CP) A broken pipe allowing fuel to spray over a hot engine was the cause of a fire that destroyed three cars' of a Turbo train last month, Frank Roberts, president of VIA Rail Canada Inc., said Monday.

VIA's two other Turbo trains, pulled off the tracks for safety checks following the fire, will remain out of service until an investigation by the Canadian Transport Commission is completed.

"We know what caused the fire but we don't know why the pipe broke or why the fire extinguishing system did not put it out," said Roberts.

03/07/1979 *Ottawa Journal**Kingston (CN)*

Fuel line break caused train fire

Via Rail investigators know what caused the fire that wrecked one of their Turbo-trains in Morrisburg on May 29, but they still don't know why. Emery LeBlanc, public relations director for Via Rail in Montreal, said the initial 'report on the fire shows that a break in a fuel line brought fuel into the engine where it was ignited.

But they don't know yet why the line broke.

More than 200 passengers were forced to flee the train when fire broke out in the engine a few miles west of Morrisburg. No one was injured but the front three units of the nine-unit train were gutted by the fire.

LeBlanc said no decision will be made on whether to restore the Turbo service until the full investigation is completed.

31/07/1979 *Ottawa Citizen**Kingston (CN)*

Turbos back on the tracks

Two of Via Rail's turbo trains will be returned to service today, following a two-month investigation into a fire which damaged the company's third locomotive.

Via spokesman Brian Heath said the train involved in the May 29 accident near Iroquois, will not return to service.

Via Rail made the announcement after the Canadian Transport Commission said it was satisfied with safety modifications submitted.

Heath said the trains have been fitted with a new type of fuel line. Changes to the automatic fire alarm and extinguishing systems were also planned.

Investigators found the fire aboard the third locomotive started when a stainless steel pipe corroded by the sulphur content of the fuel broke, spraying fuel over the hot turbine engine, he said.

The fire started in the front power car and spread to the next two cars. The 200 passengers and crew members were evacuated safely.

The two trains that will be returned to service were scheduled on two after noon round-trip runs between Montreal and Toronto.

25/10/1979 *Ottawa Citizen**Kingston (CN)**Cornwall*

Cornwall wins Rapido service.

CORNWALL (Staff) Persistent requests by local officials to have the Montreal-Toronto Rapido train stop here have paid off.

VIA Rail has announced that starting next week the express passenger service will make a regular stop here.

"I am very pleased that our request has finally been granted," said Mayor Gerald Parisien.

The Rapido bound for Toronto will make its first stop here Sunday, while on Monday the first Montreal-bound train will do so.

From then on, say VIA officials, the Rapido will make one 9 a.m. stop here en route to Toronto and one at 9:30 p.m. bound for Montreal.

But there won't be any stop on Sundays to Montreal.

Railway officials also stressed that advance ticket reservation is required.

23/02/1980 *Ottawa Journal**Kingston (CN)**Prescott*

Train nearly derailed, 17-year-old charged

PRESCOTT Via Rail's Turbo, was nearly derailed by a vandal here Tuesday, Prescott town police revealed yesterday after arresting a 17-year-old youth on a charge of public mischief.

Police said the Turbo engine suffered slight damage when it ran over an iron railway tie plate laid across one of the rails.

The Turbo was not derailed and was able to complete its journey to Toronto. The youth, whose name was not released will appear in provincial court here next Thursday.

10/03/1980 *Ottawa Journal**Kingston (CN)**Prescott*

Train derails 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 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.

Youth dies at scene when hit by train

PRESCOTT (Staff) A Spencerville-area youth was killed at about 2 p.m. Tuesday when he was hit by a Montreal-bound Via Rail train here.

Dead is 15-year-old Thomas Jordon of RR 2, Spencerville who was crossing the tracks with a friend Keith Kirkey. Kirkey .was not injured.

The two Grade 9 students attended South Grenville District High School here.

Principal Robert Lawn said he didn't know why the boys were not in school but that they had not been there all day.

The boys were crossing the tracks beside the only overpass in town, often used by pedestrians.

From the Ottawa Journal same date.

Youth killed by train

PRESCOTT Tommy Jordan, a 15-year-old from Spencerville was instantly killed yesterday when struck by a CNR passenger train here. The youth and a companion, Keith Kirkie, . 14, of Prescott were crossing the main line of the CNR in the north end or Prescott although the Edwards Street , overpass carries traffic over the line 200 metres west of where the boys, chose to cross. Jordan, in the lead, was hit by an east-bound passenger train reported to be travelling at 120 to 130 kilometres per hour. Kirkie stopped before reaching the rails ana was not hurt.

09/06/1980 *Ottawa Journal**Kingston (CN)**Cornwall*

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.

09/06/1980 *Ottawa Citizen**Kingston (CN)**Cornwall*

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 cleanuip efforts are continuing today. Officials have not yet determined the cause of the derailment.

Five firefighters die in train-van crash

IROQUOIS This St. Lawrence Seaway village of 1,200 is in mourning today as the shock of the deaths of five volunteer firemen, killed Thursday " by a speeding freight train, spread.

"They were the cream of the crop of the Village of Iroquois," Reeve Frank Rooney said of the men, who died on the way to a fire at the home of a daughter of one of the victims.

Police say driver Philip Thompson, the only fireman to survive, stopped the red emergency van at a two-track level crossing on a sideroad outside the village, at which barriers were down and warning lights flashing.

Thompson pulled the van around the barrier after an eastbound train passed, and it was hit broadside by a westbound freight travelling at about 90 kilometres an hour 100 kmh is the speed limit, say railway officials.

Dead are:

John Mason, 42, father of three.

Allen Holmes, 35, father of two.

Randy Thompson, 32, father of two.

Dennis Fisher, 34, father of two.

Joe Billings, 33, married with no children.

The Chevy van wrapped around the diesel engine and was carried 300 metres down the track. Police say Philip Thompson, 28 no relation to Randy Thompson was thrown from the vehicle by the impact. He was in stable condition today in Ottawa Civic Hospital with multiple fractures and internal injuries.

Police are still investigating the tragedy. Coroner Graham Houze has not yet decided whether to call an inquest into the deaths.

Canadian National spokesman Brian Moreau said today the westbound train was on a run from Morrisburg to Brockville and does not pass through that area every day as did the eastbound freight the train the firefighters were able to avoid.

The train was picking up freight and hauling it back to Brockville. It was carrying four cars loaded with freight and seven empty cars.

The east-bound freight makes a daily run through the area from Sudbury to Montreal It was pulling 105 cars.

Moreau said CN officials will interview all employees involved and report to the Canadian Transport Commission within the next two days.

Crash 'like it was in the movies'

IROQUOIS A witness to a spectacular van-train crash which killed five volunteer firemen described the scene as "just like in the movies."

Kevin Whitteker, 18, had stopped his car at a level crossing near here because the barriers were down and lights were flashing. When an east-bound train passed, he saw the Iroquois volunteer fire brigade's rescue van pull into the path of a westbound train.

"It was just like in the movies," Whitteker said. "There was no noise. The van was hit and dragged away."

Whitteker walked to the demolished van and helped driver Philip Thompson, the sole survivor, who was lying beside the track.

Other firemen who had been in a pumper truck behind the van also hurried to the front of the train.

Dalbert Valiquette, who has lived near the crossing for 17 years, said it was only the second time he had seen trains heading in different directions go by at the same time.

The volunteers had returned to the station at this village 90 km southwest of Ottawa, near Highway 401, at about 6:15 p.m. after extinguishing a chimney fire. They were quickly dispatched to another fire at the home of victim John Mason's daughter Cindy in Matilda Township.

Firemen from nearby Williamsburg responded to the fire call after the crash.

Train engineers Vern Easton and Cecil Code escaped injury. Traffic on the main Canadian National line between Toronto and Montreal was interrupted for four hours.

Iroquois Reeve Frank Rooney said after an emergency council meeting that plans are being made for a civic funeral for the fallen members of the village's 22-man volunteer fire brigade.

"It's the worst thing that has ever happened here," Rooney said. "They were family men with young children."

"We've lost 25 per cent of our fire department. Sometimes the Lord sees things a certain way."

Fire chief Mac Anderson expressed shock, saying it was the first time in his 25 years with the department that men had been lost in the line of duty.

Most of the residents of Iroquois knew the victims; many were related to one or more of them.

Glenn Swerdfeger, who owns a dairy farm nearby, was bitter about the tragedy which killed firemen Mason, 42, Allen Holmes, 35, Randy Thompson, 32, Dennis Fisher, 34, and Joe Billings, 33.

"They were good friends. Three of them (Holmes, Thompson and Fisher) went to my church."

The three had helped fight a blaze last October that destroyed Swerdfeger's barn, milking parlor and hay elevator, and they helped douse the fire that smoldered in his cattle feed for five days.

"The firemen returned several times and risked their lives to save the feed."

Don Thompson was stunned by the death of his son, Randy, who he said was with the brigade for 10 years without incident.

Hard-nosed members of Morrisburg OPP, who investigated the accident, were also moved.

"It's a real tragedy," said Constable Frank Albert, who played hockey and curled with the victims.

"It will hit a lot of people hard. In a small community, everybody knows everybody else."

The men were the type that nobody could fault, the constable said.

"They always co-operated with us."

The victims held jobs in local industries. All were church-going, sports-minded men active in the community in several ways. Holmes, a textile factory worker, also taught Sunday school.

One fireman who was at the scene said Iroquois will be a "sorrowful town for a long, long while."

"You know, I'm a pretty big boy, but I cried. And then I thought it could have been me."

Driver of fire truck in fatal crash charged

The driver of a fire emergency van that collided with a train, resulting in the death of five Iroquois firefighters, has been charged with criminal negligence causing death.

Philip Thompson, 28, the sole survivor of the March 19 crash, was charged Tuesday after an investigation into the accident, which occurred when the van rounded a rail-crossing barrier and was shattered by a westbound work train.

Another train had gone by seconds earlier at the crossing about 90 kilometres south of Ottawa.

The six men were rushing to a chimney fire at the home of one of the firemen's daughters.

Thompson was released from the Ottawa Civic hospital last week where he had been treated for head injuries and multiple fractures.

Don Johnson, Crown attorney for Stormont, Dundas and Glengarry, said he laid the charge after reviewing the results of an investigation by Ontario Provincial Police in Morrisburg.

Although the maximum penalty is life imprisonment, Johnson said the usual sentence is imprisonment for anywhere between 18 months and two years less a day.

The charge eliminates the need for a coroner's inquest into the accident

Thompson, who is not in police custody, is to appear in provincial court in Cornwall for a preliminary bearing April

Fireman appears in court over Iroquois fatalities

MORRISBURG (Staff) Hobbling into provincial court on crutches, Iroquois firefighter Philip Thompson elected Tuesday to be tried in a higher court on charges of criminal negligence causing the death of five other firemen.

He did not enter a plea.

Thompson, 28, was the only survivor among six occupants of a fire emergency van which collided with a freight train near Iroquois March 19. The accident occurred at a level crossing while the van was en route to a minor house fire.

Crown Attorney Don Johnson asked for an adjournment to April 28 to allow police to finish their investigation of the accident.

Thompson was released after a relative, Carl Swerdfeger, signed a \$5,000 recognizance which will be forfeited if Thompson fails to reappear.

Thompson spent several days in Ottawa Civic Hospital for treatment of a variety of injuries. He's wearing a cast on his right foot because of torn ligaments and chipped bones.

17/06/1981 *Ottawa Citizen**Kingston (CN)**Iroquois*

Firefighter charged in deaths

MORRISBURG (Staff) Iroquois volunteer firefighter Philip Thompson has been ordered to stand trial on a charge of criminal negligence in connection with the March 19 death of five firefighters.

Thompson, 28, was charged after the small van he was driving to the scene of a fire in Matilda Township collided with a Canadian National Railways work train at the Brinston Road railway crossing.

The trial order was issued after a preliminary hearing here Tuesday. No date for the trial has been set and Thompson is free on his own recognizance.

Thompson, the only survivor of the crash, was hospitalized for four days.

Two witnesses testified at the hearing Tuesday and a statement Thompson gave to police March 25 was also entered as evidence.

Ontario Supreme Court Judge H. E. Hunter imposed a ban on publication of evidence.

Iroquois is 10 kilometres west of Morrisburg, on the St. Lawrence River.

27/06/1981 *Ottawa Citizen**Kingston (CN)*

LRCs - Light, Rapid and Safe

MONTREAL (UPC) Via Rail's Light, Rapid, Comfortable trains (LRCs) passed high speed performance tests this week showing comfort and stability at speeds of nearly 200 kilometres an hour.

The LRCs manufacturer, Bombardier Inc., said the purpose of the tests was to evaluate the train's performance at the highest speed possible. To ensure the train's lightness, a single locomotive pulling five cars was used.

The LRCs were tested on eight trips within two days along a 35-kilometre CN-owned track between Cornwall and Brockville.

The successful tests pave the way for Bombardier to complete delivery of 21 locomotives and 50 cars ordered by Via for the end of this year. Via officials expressed satisfaction with the test results and said the LRCs would be put into operation as originally scheduled.

Via planned to bring the LRCs into service this fall along the Montreal-Toronto route. Operations should be expanded by next year to other centres along the Windsor-Quebec City corridor.

11/09/1981 *Ottawa Citizen**Kingston (CN)**Brockville*

Psychiatric patient dies after hit by train

An Ottawa man who was a patient at the Brockville Psychiatric Hospital was struck and killed by a locomotive Thursday after he wandered from the hospital grounds.

The body of Walter Boz, 24, was discovered by the crew of another train as it approached the section of track where an earlier CN freight train had passed.

Ontario Provincial Police in Brockville said the engineer of the train that apparently struck Boz at 3:15 p.m. saw a man walking across the tracks, but thought he had crossed safely.

When the second train approached the same area about 4:30 p.m., the engineer saw a body on the tracks and alerted the Brockville station. Police were then called.

Because Boz was a volunteer patient at the hospital, he was given more freedom to leave the grounds. The tracks where the man was hit are about 1½ kilometres north of the hospital.

24/11/1981 *Ottawa Citizen**Kingston (CN)**Iroquois*

Court selects jury for train-firetruck crash trial

CORNWALL (Staff) A jury was selected here Monday for next week's trial of Iroquois resident Philip Thompson who has been charged in connection with the fatal firetruck-train collision last March 19.

Thompson, who was the driver of the emergency vehicle, has been charged with criminal negligence causing death.

The five other occupants of the van were killed. The accident occurred at the Brinston Road level crossing just east of Iroquois.

The volunteer firemen were responding to a chimney fire when the accident occurred.

Driver 'goaded' into crossing tracks, court told

CORNWALL The lone survivor of the Iroquois volunteer fire department van that crashed into a freight train March 19, claimed he was goaded into driving around a level crossing gate, county court was told Monday.

Volunteer fireman Philip Thompson, 28, was charged with criminal negligence causing death after the accident that killed five firefighters in the emergency van he was driving.

The volunteers were rushing to a chimney fire near Iroquois at the house of the daughter of one of the firemen when it collided with the westbound train.

John Mason, 42, Allen Holmes, 35, Randy Thompson, 32, Dennis Fisher, 34, and Joseph Billings, 33, died in the accident.

OPP Constable Roy Guse testified Monday that Thompson claimed the other firemen urged him to drive around the lowered crossing barrier after an eastbound freight train had passed.

Thompson's statement to police showed the firemen waited two to three minutes for the 105-car train to clear the two-track crossing on a side-road outside the village.

"The gates wouldn't go up after the (eastbound) train went by and everybody in the van wanted to get going. They said I should drive around the gate," according to Thompson's statement. "I got part of the way across the tracks when I heard someone yell and saw the train coming. That's the last thing I remember."

Willard Duncan, deputy chief of the volunteer fire department said Thompson was not trained to operate fire pumpers and he didn't know if he had ever before driven the emergency van.

William Ewing, the driver of a pump er truck following the van, said he saw it hit by the train as he was about to drive the pumper truck around the barrier.

"I walked up the tracks behind the train and found Philip Thompson north of the tracks," Ewing said. "I saw he was alive and helped him a little bit.

"When I came across John Mason between the two tracks, there was no movement or pulse, so I figured he was dead. I went to the front of the van and heard a little noise from Dennis Fisher on the driver's side.

"There was nothing I could do for Allen Holmes, who was sitting in the passenger's seat."

The trial continues.

Fireman guilty of dangerous driving

CORNWALL An Iroquois fireman has been found guilty of dangerous driving as a result of the crash last March of a fire department van with a freight train which killed five of his colleagues.

Philip Thompson, originally charged with the more serious charge of criminal negligence causing death, stood expressionless as the jury foreman told county court Judge George Stiles Tuesday that the jury could only find the volunteer fireman guilty of dangerous driving.

The van was hit by a westbound train moments after Thompson drove around a lowered crossing barrier that he had stopped at to wait for an eastbound freight to pass.

Thompson, 28, still a member of the fire department, but only as a stand-by volunteer, will be sentenced next Tuesday.

The penalty could range from a suspended sentence to a maximum two years in jail. The more serious charge of criminal negligence carries a maximum sentence of life imprisonment.

Thompson's lawyer, Douglas Grenkie, said he would wait until sentencing to decide whether he will appeal the conviction.

The 12-member jury deliberated for two hours, breaking once to ask Stiles to repeat the legal definitions of the charges. The dangerous driving offence is automatically considered by judge or jury in accidents where the accused is acquitted of a criminal negligence charge.

Stiles told the jury a criminal negligence conviction could only be arrived at if they believed without a reasonable doubt Thompson had shown reckless disregard for the safety of his fellow firemen.

The key to the legal definition of the dangerous driving charge, said Stiles, was determining if the accused had driven in a manner dangerous to others.

The volunteers were rushing to a chimney fire at the house of the daughter of fireman John Mason, near Iroquois, when the accident occurred.

Killed were the 42-year-old Mason, Allen Holmes, 35, Randy Thompson, 32, Dennis Fisher, 34, and Joseph Billings, 33.

Thompson was injured in the accident and remained in hospital for several days.

In his charge to the jury following the two-day trial, Stiles told them the driver of a fire truck, regardless of the emergency at hand, is no less obliged than any other motorist to stop and wait at a railway crossing until all warning signals have ceased.

Failing that, the driver is inviting danger, Stiles said, and that could be regarded as wanton or reckless disregard for the safety of others.

In his summation to the jury, defence counsel Douglas Grenkie said Thompson had made an innocent mistake, adding the jurors should ask themselves: "What would any reasonable person do in a similar situation?"

Testimony from police and Thompson showed the accused had never been given the responsibility of driving to a fire since joining the volunteer department only two months before, Grenkie said.

"I was proceeding (to a fire)," Thompson said Tuesday morning when asked during cross-examination to explain why he crossed the lowered railway barrier.

"As a new member, I did not know what standard procedure was

Other evidence showed Thompson had been goaded to drive around the barrier by the other firemen, the defence lawyer said in the summation.

"Every second counts (in a fire)," said Grenkie. "Everyone was anxious to go.

"It's a volunteer fireman's duty to go to fires and get them under control as soon as possible."

But in his summation, Assistant Crown Attorney Alan Ain said evidence indicated Thompson chose to chance it, guessing the railway barrier was malfunctioning.

But Ain said there was really no reason for Thompson to think that the barrier was malfunctioning, even though he couldn't see a westbound train.

The barrier was down for the eastbound, 105-car train, Ain said, so it obviously was working properly.

"Imagine being on a platform 50 feet above the tracks," Ain said to the jury. "You see a train go by and then a train coming from the other direction. Then you see the van moving (around the barrier.)

"The feeling you would get is a manifestation of criminal negligence the accused showed when he deliberately drove his van over the tracks and didn't make it."

Following the trial, Thompson said a terse "no comment" when approached by reporters.



Train hits Brockville man's car

A Brockville resident escaped with minor injuries Monday when his car was hit by a train at a railway crossing.

Brockville police said 66-year-old Arthur Hoffman was not seriously injured in the accident because the train was moving slowly and was able to stop soon after the collision.

Hoffman's car was demolished in the 1:05 p.m. accident.

Police said they believe the accident occurred because the driver of the car attempted to cross the tracks before the train passed.

There are railway signals at the tracks, which were found to be working at the time of the accident. There are no barriers.

Hoffman was taken to hospital by his wife, who arrived at the accident scene a few moments later.

08/12/1981 *Ottawa Citizen**Kingston (CN)**Iroquois*

Crash driver jailed

CORNWALL (Staff) An Iroquois volunteer fireman who drove an emergency truck through a level crossing into a freight train last March, killing five of his colleagues, was jailed today for five months.

Philip Thompson, 28, also had his driver's licence suspended for three years.

Last week a jury found Thompson guilty of a reduced charge of dangerous driving. He was originally charged with criminal negligence causing death.

"What you did was wrong and against the law, with tragic consequences," said county court Judge George Stiles.

09/12/1981 *Ottawa Citizen**Kingston (CN)**Iroquois*

Dangerous driving nets five months

CORNWALL The Iroquois volunteer fireman who drove a van which smashed into a freight train last March killing five of his colleagues has been sentenced to five months in prison and had his driver's licence suspended for three years.

Philip Thompson, 28, was sentenced by county court Judge George Stiles here Tuesday after a jury found him guilty last week on a reduced charge of dangerous driving.

Originally he was charged with a more serious charge of criminal negligence causing death.

"What you did was wrong and against the law with tragic consequences," said Judge Stiles.

"Although it is a horrible burden that you'll have to bear the rest of your life, I am obliged to sentence you to a period of imprisonment," he said.

Defence lawyer Doug Grenkie said he was surprised by the sentence but it will be a few days before he'll decide whether to launch an appeal.

The emergency fire department van that Thompson drove was hit by a westbound train moments after he drove around a lowered crossing barrier at which he had stopped to let a eastbound freight train pass.

The volunteer firemen were enroute to a chimney fire at the house of the daughter of fireman John Mason, near Iroquois.

The mishap occurred at the railway crossing along the Brinston Road and Thompson, the only one to survive was injured and remained in hospital for several days.

Killed were the 42-year-old Mason, Allen Holmes, 35, Randy Thompson, 32, Dennis Fisher, 34 and Joseph Billings, 33.

"It was a momentary lapse- of about six seconds," Grenkie told the judge prior to the sentencing.

"For this he'll have to pay personally for the rest of his life," he said adding that this is a severe punishment by itself.

Grenkie noted that the publicity generated by this incident will serve as a deterrent and a period of incarceration is not necessary.

He also called six character witnesses to the stand including Iroquois village reeve Frank Rooney and Thompson's physician Dr. Henry Prins.

Rooney said the village's 1,250 residents "feel Thompson has suffered greatly because of the incident and will continue to do so through the rest of his days."

Dr. Prins said Thompson has suffered a great deal emotionally and physically as a result of the accident.

In his pre-sentence address, Assistant Crown Attorney Alan Ain said that many people "do not seem to accept that a motor vehicle is a dangerous weapon."

Thompson, he said, "gambled with the lives of others with his dangerous driving."

Ain called on the judge for "a deterrence to the public who are inclined to act in a similar fashion."

He also brought Ontario Provincial Police Constable Roy Guse to the stand who testified that Thompson was convicted in 1975 on a charge of driving with more than 80 milligrams of alcohol in blood.

Guse, a 23-year OPP veteran, said Thompson was fined \$200 and was prohibited from driving for one year.

That charge was laid as a result of a one-car accident in which the passenger was killed.

Although Ain said the two incidents were not the same, they do reflect "the accused's apparent disregard for the danger of a motor vehicle."

21/12/1981 *Ottawa Citizen**Kingston (CN)**Iroquois*

Villagers still mourn firemen

ROQUOIS As hard as they try, the residents of this tiny St. Lawrence Seaway village cannot forget.

The colored lights are strung, Santa Claus is in his favorite perch at the local shopping centre and from all outward appearances it appears to be a normal Christmas here, 90 kilometres south of Ottawa.

In the tiny firehall, the Christmas tree stands decorated as the volunteer firemen prepare for the annual children's party.

But across from the tree, five empty coat hooks stare back. This Christmas no firefighters' gear is under numbers 6, 8, 12, 15 and 18.

A stone plaque outside the station explains.

"In memory of Randy Thompson, Allan Holmes, Joe Billings, Dennis Fisher and John Mason, departed from us in the line of duty March 19, 1981."

The five volunteer firefighters were killed that night en route to a chimney fire when their van was crushed by a train at a level crossing.

Now, nine months later, yet another member of the brigade is absent from the festivities.

The lone survivor and driver of the van, 28-year-old Philip Thompson, recently began serving a five-month prison sentence for dangerous driving.

That March night, Thompson had waited near the tracks while an eastbound train passed, and then decided to chance driving around the crossing barrier before it was lifted. The van was hit by a westbound train.

The jail sentence (Thompson also had his licence suspended for five years) came as a blow to the 1,200 townsfolk, still numbed by the loss of five of their own.

It has many people remembering when they'd prefer to forget.

"It has added to our sorrow," says Reeve Frank Rooney. "The whole village is suffering, not just Phil. He's suffered enough."

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Iroquois fireman freed after five weeks

The Iroquois volunteer firefighter who drove the van hit by a train last March killing five colleagues has been paroled after serving five weeks of a five-month prison sentence for dangerous driving.

Philip Thompson, 28, was released Jan. 13, eight days after the parole board received his letter asking for special consideration.

Thompson must report once a month to a probation officer until May 7. In addition to the prison term, his driver's licence was suspended for three years.

"It was an exceptional case in many, many ways," said Joe Whitehead; vice-chairman of the Eastern Ontario parole board. "Everyone in the community was supportive, including the police.

"The man's got to live with what happened for the rest of his life. That's punishment enough."

The van with its six occupants was crushed by a freight train March 19, moments after Thompson drove around a lowered crossing barrier at a level crossing on the edge of Iroquois, 90 kilometres south of Ottawa. He had stopped to let an eastbound train pass and then skirted the barrier to save time. The van was hit by a westbound train.

Still a volunteer with the fire department, Thompson, a self-employed dry waller, had no comment Monday on his parole except to say, "everything's fine."

Volunteer fire chief Willard Duncan said he's glad Thompson has been freed.

22/06/1982 *Ottawa Citizen**Kingston (CN)**Johnstown*

VIA train loses car

JOHNSTOWN -Mechanical failure is believed the cause of a derailment here Monday involving one car from a Toronto-bound VIA passenger train.

Ontario Provincial Police from nearby Prescott said 69-year-old Laura Leviolette of Hamilton suffered minor injuries in the 12:45 p.m. derailment. Leviolette was able to continue the Montreal to Toronto trip after another VIA passenger train picked up the passengers.

Woman hurt in train derailment

JOHNSTOWN Mechanical failure is believed the cause of a derailment here Monday involving one car from a Toronto-bound VIA passenger train. Ontario Provincial Police from nearby Prescott said 69-year-old Laura Leviolette, of Hamilton, suffered minor injuries in the 12:45 p.m.

derailment, but refused medical attention.

Leviolette was able to continue the Montreal to Toronto trip after another VIA passenger train arrived at the scene.

Prescott OPP said the derailed car went off the track, but didn't flip over.

28/06/1982 *Brockville Recorder**Kingston (CN)**Prescott*

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)

13/08/1982 *Ottawa Citizen**Kingston (CN)**Prescott*

Prescott rail depot now historic site

PRESCOTT Saved from the wrecking ball by the concerted action of the good burghers of this historic seaway town, Prescott's venerable railway depot has become an historic site.

Erected by the Historic Sites and Monuments Board of Canada, a plaque commemorating the 127-year history of this fine stone station was unveiled recently.

Owned by Canadian National, this station is enjoying a much happier fate than similar stone stations built by Canadian Pacific in other Eastern Ontario communities.

Most of those buildings have been unceremoniously razed despite pleas from history-minded residents.

This station was built by the Grand Trunk Railway in 1855 during laying of the Montreal-Toronto line, The Grand Trunk, which later became CN, laid out a system running from Sarnia to Toronto on to Montreal and down through New England to Portland, Maine.

Existing lines were taken over where possible; new construction filled in the gaps.

In 1980, CN announced plans to scrap the old station as part of streamlining its system. Prescott council and irate citizens immediately opposed the idea and after a long battle, the federal railway transport committee bowed to public pressure.

The venerable station was saved and today is an historic site.

The depot was built of square-cut sandstone blocks quarried locally. For 127 years, the heavy mortar used in the building has held the stones together and the station is just as sturdy today as it was in 1855. The interior has undergone several renovations over the years and two west side doors have been blocked off.

Otherwise apart from such modern conveniences as a telephone booth and inside washrooms the station remains much the same as when it opened. Long ago, Prescott station had a rival at nearby Prescott Junction where the Bytown and Prescott Railway crossed the Grand Trunk line. In the last century, a flourishing village stood at the junction.

The village vanished some 70 years ago

In 1871. Prescott Junction consisted of a restaurant with accommodation for overnight guests; a Canadian Pacific Railway express office operated by author Bruce Hutchison's grandfather, Ernie Leslie; Montreal Telegraph Co. office; the Ottawa Hotel; Grand Trunk Railway offices and station; several homes.

Prescott Junction faded when business began moving west to Prescott in the early 1900s and by 1912, the village was abandoned. The buildings were subsequently torn down, some falling prey to fires.

Prescott Station is still in daily use, although it's only open when trains are arriving and departing.

On Wednesday of this week, Via Rail's morning train from Montreal arrived at 10:50 a.m., 29 minutes late. It discharged three passengers, took on five and after a 45-second stop, was on its way westward to Brockville and Toronto.

Train spill blocks line

CORNWALL (CP) Fifteen cars of a 127-car freight train derailed just east of here late Wednesday night, blocking both tracks of Canadian National Railways' main track between Toronto and Montreal.

Mike Matthews, CNR spokesman, said no one was injured in the accident and no hazardous materials were contained in the derailed cars. Of the 15 cars that left the track, five were empty and the other 10 contained automobiles, auto parts, soy beans, flour and general merchandise, said Matthews.

Repair crews were on the scene but Matthews said he did not know when the track would be cleared.

Meanwhile, some traffic, including VIA Rail passenger trains, was being rerouted over Canadian Pacific Railway lines between Brockville and Dorval, Que.

Matthews said the cause of the derailment was still being investigated.

01/03/1983 *Ottawa Citizen**Kingston (CN)**Cornwall*

Car axle broke

CORNWALL (Staff) A broken box-car axle caused the freight train derailment almost two weeks ago just east of here, Canadian National officials say.

Although no one was injured, damage was "substantial" when 15 cars of the 127-car, east-bound train left the tracks.

None of the derailed freight cars two of which were loaded with new cars carried hazardous material.

01/02/1984 *Vialogue**Kingston (CN)**Kingston*

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.

22/01/1985 *Ottawa Citizen**Kingston (CN)**Kemptville*

Two-hour delays leave passengers angry, cold and in the dark.

Some passengers left in the cold and dark for two hours when a malfunction delayed their trains Friday and Saturday say porters could have at least handed out blankets to ease the discomfort.

Nepean resident Karen Griese, one of 162 passengers on the 5:30 p.m. Saturday Toronto-Ottawa train, said, "when the lights went out, we were literally in the dark as to what was going on. Kids were screaming. It was just a nightmare."

It was a replay of a situation that occurred on the 5:10 p.m. Friday westbound train from Ottawa to Toronto.

On both runs the train was forced to stop near Kingston when a warning light indicated an empty car right behind the engine had overheated bearings. Thick ice on the coupling meant it took almost two hours to unhitch the car. Meanwhile, power from the generators in the locomotive was cut off to the other cars, leaving passengers bewildered and cold.

Local radio broadcaster Ken Grant, on the Saturday train, said an emergency is understandable but "nobody went up and down the aisle (to reassure passengers) or hand out blankets."

For the passengers it was two hours of misery, he said.

Friday passenger Kevin Murphy said that even though he and fellow passengers questioned train officers "nobody at any point attempted to explain what was going on."

Brian Heath, VIA Rail's public relations manager, defended the porters' behavior, saying VIA's policy is to hand out blankets only on sleepers. The Friday and Saturday trains were LRCs (light, rapid, comfortable).

He added, "If the porters (who are out of touch with the conductor when the power is out) don't know what is happening then they shouldn't be passing on information."

However, he agreed the situation shouldn't have kept them from trying to comfort confused passengers.

He admitted it must have been uncomfortable Saturday night, but added, "did anybody die of frostbite?"

Griese said the conductor came on the intercom after power was restored and promised a porter would be around with free coffee and doughnuts for everyone.

"We didn't see hide nor hair of any porter."

08/02/1985 *Ottawa Citizen**Kingston (CN)**Mallorytown*

Mallorytown woman dies in train collision

A Mallorytown woman is dead after she crashed into a VIA passenger train Thursday morning.

Iris Snowdon, 59, was travelling south on Leeds County Rd. 5 outside of Mallorytown at 9:35 a.m. when she crashed into a west bound VIA Rail train.

No one on the train was injured, police said.

Snowdon had been driving into the sun and attempted to stop but slid on a snow-packed section of the road. She crashed through the crossing gate and hit the train between two passenger cars.

There were no other passengers in her car.

Mallorytown is about 18 kilometres southwest of Brockville.

07/11/1985 *Ottawa Citizen**Kingston (CN)**Brockville*

Brockville Man stable after being hit by train

A 27-year-old man is in stable condition at Brockville General Hospital with cuts and bruises after being hit by a train Wednesday while walking along the tracks near town.

James Fykes, of Brockville, was walking east along the tracks when he was struck by an eastbound train at 10:45 a.m.

Fykes was knocked to the ground by the step leading to the locomotive.

He was taken by ambulance to hospital where he underwent surgery to close a deep gash to his buttocks and leg.

Better protection at train crossing urged in verdict

Coroner's jury inquires into deaths of two young people in Ottawa - train smash at Iroquois.

Iroquois, November 20th- Placing part of the blame on the dangerousness of the crossing, a coroner's jury inquiring into the deaths of Earl Perry, 19, of Cardinal and Wilda Ellis, 17, of Iroquois, instantly killed at the Victoria Street crossing in Iroquois last Friday by an extra freight train of the C.N.R., strongly recommended protection for the Crossing.

The following verdict was rendered: "Wilda Ellis and Earl Perry came to the death as a result of a collision of a car with an east-bound extra freight on Friday, November 15th, at 7.55 p.m., in the village of Iroquois where Victoria Street crosses the Canadian National Railway. In the opinion of this jury the accident was partly due to the dangerousness of this crossing and strong recommendation is made for either a bell or a subway at this point. Attention is drawn to the fact that this makes three deaths at this point in the past 10 years."

Saw Pair Parish

The Crossing was only 75 ft from the home of the late Miss Ellis. Evidence disclosed that her Father, William Ellis, and a brother of Earl Perry, Bertle Perry, had seen the two young people go to their deaths.

He had looked out of the window of his home, about 75 feet from the railway tracks, and had seen the back of the car go up on the railway, the father testified. There was nothing to obscure the vision of the north side of the tracks, he said. Immediately afterwards he heard the crash. He did not hear the train whistle. "I usually hear trains whistling for this crossing, but I would not like to say positively that this train did not to whistle."

No whistle Heard

Bertle Perry also did not hear the train whistle, although he was on the street in front of the Ellis home. He did not even hear the bell of the train ring, he said.

Standing in front of the Ellis home with Perry was Miss Doreen Hutt of Iroquois. She did not see the train coming until it was almost on top of the automobile, she testified, and not in time to give warning to the motorists. She did not hear the train whistle nor the bell ring, and could not recollect having seen the headlight of the train.

Evidence of the train crew was to the effect that all the proper signals had been given for the crossing. This part of the evidence also revealed that the automobile had been caught by the rear axle in the pony engine and had been dragged until the train had come to a stop.

Swears he gave signal

James Denny of Montreal, engineer in charge of the train, swore that he had blown the whistle and rang the bell for the crossing. The train was travelling about 35 miles an hour, he said, and was carrying 34 cars. As soon as he heard the brakeman shout, he applied the emergency brakes and was able to stop the train within the length of itself. The headlights were burning and he thought it could be seen at least one-half mile away when the train was brought to a stop. The train could not have been stopped any sooner, he said.

Curtis Owens, fireman, said he saw the automobile drive right in front of the train. He also was of the opinion that the train was stopped as soon as possible, and was certain that the whistle had been blown and the bell rang for the approaching crossing. There was nothing to prevent occupants of the automobile seeing the approaching train, he asserted.

John Morris, Brakeman, testified that as the train was approaching the crossing he saw the car approaching the tracks, going about 10 miles an hour. It seemed to be picking up speed and crossed the tracks right in front of the approaching train. He shouted to the engineer to apply the emergency brakes. Right after he did so, he heard the impact as the train struck the car. He first saw the automobiles when the train was 200 feet from the crossing and had a clear vision of it. The whistle of the train was blowing and the bell was ringing, he averred.

Dr. F.W. Snedden of Iroquois stated that he was at the scene of the accident a few minutes afterwards. He found the lifeless body of Wilda Ellis lying on the south side of the track 75 or 150 east of the crossing. She had a fractured skull. Perry had not been thrown from the car.

Perry was the son of Mr. and Mrs. William Perry of Cardinal. He and Miss Ellis were just starting out by automobile to see a moving picture show when the tragedy occurred.

Dr. E.H. Marcellus, coroner, presided at the inquest. The jury was composed of E. A. McInnis, Foreman, William Barclay, John W. Marcellus, E. W. Keck, Colin Cameron, H. B. Everett, Earl Merheley and J. C. Gilder, all of Iroquois.

03/04/1986 *Ottawa Citizen**Kingston (CN)**Long Sault*

LONG SAULT - A broken wheel axle may have caused a spectacular 19-car freight train derailment here Wednesday that is blocking the main east-west CN line.

Witnesses saw sparks coming from the wheels of a boxcar seconds before the 147-car west-bound train jumped the tracks in this community 10 kilometres west of Cornwall.

Work crews aided by a huge auxiliary crane from Montreal are working today to clear the 19 smashed boxcars from the twisted west track, which covers about half a kilometre of the double main line.

Rail officials, who are still investigating the cause of the accident, hope to reopen one line by Friday afternoon.

No one was injured in the accident, which occurred shortly after 9 p.m. at the Avonmore Road crossover in the north end of the village. The train was manned by a four-man crew. "We're extremely lucky that none of the cars contained toxic materials," says Chief Jim Mac-Gillivray of the Long Sault fire department.

"It could have been much worse," said Const. Bob Taplay of the OPP. One car came within 15 metres of a natural-gas distribution centre,

Five derailed cars carrying paper products caught fire and kept local firemen on the scene until late this morning. They were aided by firemen from nearby St. Andrews and Cornwall.

"The train began to sway from side to side and there were sparks coming from one of the cars," said Bill Ver-milyea, a passing Brighton motorist.

"Then it buckled and a huge ball of fire came from one of the cars."

Local officials said there is also an unconfirmed report that riders on an east-bound passenger train saw sparks coming from the bottom of a boxcar. They also said broken rail ties at the derailment scene indicate undercarriage problems.

VIA passengers bussed while crews clear derailment

LONG SAULT - CN officials hoped to reopen one of the company's two main-line tracks between Montreal and Toronto today after moving 20 freight cars that derailed here Wednesday.

"Our first priority is to be able to resume service," says Mike Matthews, CN spokesman.

Since the derailment, CN freight trains have been using CP track between Montreal and Brockville.

Train passengers travelling between Toronto and Montreal weren't as lucky. VIA officials provided them with buses between Montreal and Brockville.

Although investigators haven't yet pinpointed the cause of the derailment, it is suspected a broken wheel axle caused 20 boxcars in the middle of the 147-car train to jump the track shortly after 9 p.m.

The westbound train derailed at the Avonmore Road crossover.

Witnesses said they saw sparks coming from the wheels of one boxcar seconds before the freight cars began to buckle and collide at the railway crossing.

Five of the derailed cars loaded with rolls of fibreboard burst into flames and kept smouldering for more than 12 hours.

"But we had it under control within half an hour," said Long Sault Fire Chief Jim MacGillivray, whose volunteer firemen were assisted by their counterparts from nearby St. Andrews.

"We're extremely lucky that none of the cars contained any toxic materials," said MacGillivray, pointing to the cluster of nearby homes and the Long Sault Yarns plant.

"Everything shook so much that I thought it was an earthquake," said Dean Alguire, whose home backs on the derailment site.

Const. Bob Taplay of the OPP said the train's four-man crew, two riding in the front and two in the caboose, were not injured.

One derailed boxcar ended up about 150 feet from a fenced natural gas depot.

Although no one was hurt, the derailed cars were badly damaged. A 600-foot section of track was ripped up.

An estimate of the damage isn't available yet.

All but two of the 20 derailed cars were loaded with fibreboard rolls. One carried aluminum ingots and the other was empty.

"It will probably take us mroughn me weenena 10 cear up and repair the second line," says Matthews.

05/04/1986 *Ottawa Citizen**Kingston (CN)**Long Sault*

Overheated bearing blamed in derailment

LONG SAULT - An overheated wheel bearing caused the 20-car freight train derailment here Wednesday that blocked the two main CN tracks between Montreal and Toronto for 38 hours.

But CN information officer Jim Adamson said Friday, "We haven't yet determined the reason for the wheelbearing to overheat."

The defective equipment has been sent to the CN research centre in Montreal for analysis.

Meanwhile, CN work crews, aided by a huge crane from Montreal, cleared the smashed railway cars off the south track so some service could resume shortly before noon Friday.

The derailment forced CN to re-route its freight trains to the CP track between Montreal and Brockville.

Train passengers travelling between Toronto and Montreal weren't as lucky. VIA officials provided them with buses between the two centres.

"We hope to be able to resume normal traffic on both tracks as early as Monday," said Adamson. Until then there will be a slight delay to pass by the accident scene for the 24 passenger and freight trains that use the tracks daily.

No one was injured in the fiery derailment which occurred shortly after 9 p.m. Wednesday in the northern sector of this bedroom community about 10 kilometres west of Cornwall.

25/08/1986 *Ottawa Citizen**Kingston (CN)**Kingston*

Off the track: Inspectors believe an overheated axle caused 11 cars of a 131-car freight train to derail early Sunday in a residential area of Kingston. The derailment resulted in the line's temporary closure. A CN spokesman said none of the derailed cars carried dangerous substances.

26/08/1986 *Ottawa Citizen**Kingston (CN)**Long Sault*

CN Rail gives Long Sault fire department Jaws of Life in thanks for derailment work

LONG SAULT - The local volunteer fire department has been presented with "Jaws of Life" rescue equipment by CN Rail to thank the firefighters for their work during an April derailment near here.

"They did excellent work and I was impressed by their actions and commitment," said Barry Lee, CN Rail superintendent for southern Ontario, in presenting the \$20,000 device.

In praising local firefighters, Lee said the freight-train derailment could have been worse had a nearby gas line and pumping station been damaged.

A delighted Fire Chief Jim MacGillivray said the Jaws of Life, used to cut and pry wreckage, was the only major equipment his department lacked. The derailment occurred shortly after 9 p.m. April 2 at the Avonmore Road crossing, blocking CN's main tracks between Montreal and Toronto for 38 hours.

Although no one was injured, 20 cars of the 139-car westbound train jumped the tracks and were damaged severely. CN investigators said the derailment was caused by an overheated wheel-bearing.

All but two of the derailed cars were loaded with fireboard rolls, and some caught fire. Of the other derailed cars, one carried aluminium ignots and the other was empty.

01/09/1986 *Vialogue**Kingston (CN)**Brockville*

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)

Women unhurt as train slices front off car

Trapped between two railroad barriers with a train, its whistle screaming, bearing down on her car at about 150 kilometres an hour, May Serviss had just seconds to save herself and her two passengers.

The 68-year-old slammed the car into reverse and didn't even have time to scream as the speeding VIA Rail passenger train shaved off the bumper, lights and grille of her 1985 Dodge Aries.

"It didn't even jar us, it just sliced the front of the car right off and kept going," said Serviss.

"I guess my time hadn't come."

Serviss and her elderly passengers, Nellie Stillson of Ingleside and Agnes Casselman of Dixons Corners, were headed north on Brinston Road about 90 kilometres east of Ottawa when the accident occurred at 5:20 p.m. Saturday.

The three were returning from Iroquois where they had gone to see an apartment in a seniors' residence where Casselman soon will be moving.

Serviss said she slowed at the crossing because it was rough and because she didn't trust that section of the tracks. She said she saw no flashing signals before the gate suddenly dropped.

"The first thing I saw was the gate coming down and the first thing I heard was the train whistle."

Although uninjured, the three were too shocked to talk and felt so weak they could hardly stand, said Serviss

Morrisburg OPP Cpl. Eric Rid-dell estimated about \$1,000 damage was done to the train.

06/11/1986 *Ottawa Citizen*

Kingston (CN)

Brockville

Man killed by train identified

A Brockville pedestrian killed when hit by a passenger train Tuesday night has been identified as Ross David Dobbie, 28, of Manor Drive.

Ontario Provincial Police, who used fingerprints to identify the victim, say they don't know why Dobbie was walking on the track and are continuing their investigation.

Dobbie was hit by an eastbound VIA Rail train at 6.30 p.m. near the Lyn Road underpass, just west of Brockville.

Train traffic was halted for almost two hours while the accident was investigated.

Coroner Dr. Paul O'Connor has said no inquest will be called.

01/05/1987 *Branchline*

Kingston (CN)

Kingston

Derailement blocks main line.

On March 28 15 empty flat car on train 318 derailed at Queens, just east of Kingston, Ontario, blocking both tracks of the Montreal - Toronto main line. Overnight VIA Montreal - Toronto trains 58 and 59 were rerouted over CP Rail between Dorval, Quebec and Brighton, Ontario, early March 29. Passengers from other VIA trains were ferried by bus between Brockville and Belleville (95 miles). (Earl Roberts)

24/06/1988 *Ottawa Citizen*

Kingston (CN)

Coteau East

Montreal-Ottawa trains delayed by derailment

COTEAU-EAST, Que. (CP) -VIA Rail passengers travelling between Montreal and Toronto faced delays of up to two hours today after 25 cars of a freight train derailed on CN Rail's main line Wednesday.

Trains between the two cities were rerouted on CP Rail tracks between Dorval, Que., and Smiths Falls, Ont, said VIA Rail official Marcel Bordeleau.

Trains between Montreal and Ottawa, which were delayed one hour by the derailment, were rerouted by Debeaujeu, near the scene of the accident, about 40 kilometres west of Montreal, Bordeleau said.

VIA Rail chartered a bus for passengers originating at stations between Cornwall and Brockville, because that stretch of rail line was closed. In addition, VIA will give passengers who faced long delays a 50-per-cent credit on the price of their tickets, Bordeleau said.

The track was expected to reopen by midnight Thursday, when train schedules would return to near normal.

Bordeleau said trains may be delayed by 10 to 15 minutes for the next several days because they will have to travel more slowly than usual near the site of the derailment.

Between 15 and 20 trains were affected by the derailment, Bordeleau said, but there were no injuries.

CN Rail official Jean-Guy Brodeur said the cause of the accident would be known only after an investigation by the National Transportation Agency.

He said he could not estimate the damage to the train, which was made up of three locomotives, 56 loaded cars and 78 empty cars.

Twelve of the 25 derailed cars were loaded with rolls of newsprint while the others, including a tanker car, were empty.

06/02/1990 *Ottawa Citizen*

Kingston (CN)

Lancaster

Couple die in train-car crash

An elderly Cornwall couple was killed when a VIA Rail passenger train struck their car at an unprotected level crossing near Lancaster Monday night.

Killed in the 7:35 p.m. accident were Hector Provost, 70, and his wife, Rhea, 65. Ontario Provincial Police and the National Transportation Agency are investigating.

The crash occurred on a snow-covered, dirt road about three kilometres east of Lancaster, said OPP Staff. Sgt. Jim McWade.

Lancaster is about 70 kilometres southeast of Ottawa.

There are no warning lights or barriers at the crossing. A stop sign and railway-crossing sign are on either side of the crossing, McWade said.

The 110 passengers on the Toronto-to-Montreal train were not injured, said VIA spokesman Dianne Graham.

20/09/1990 *Ottawa Citizen*

Kingston (CN)

Cornwall

VIA passenger train kills rail worker in Cornwall

A 41-year-old CN Rail worker was killed Wednesday when struck by a high-speed Via Rail train at a level crossing in Cornwall.

Robert Brown, of Matilda, was a member of a section crew working at the Tollgate Road crossing shortly after 5 p.m. when the westbound train passed at 170 kilometres an hour, said Cornwall police Staff Sgt. Gary Durocher.

An investigation has begun to determine whether the train should have been travelling that fast. CN spokesman Brian Moreau said "rule 42" had been in effect at the time, meaning the train crew had been notified there was a work crew in the immediate area and that it was to reduce speed.

But Durocher said police were informed the train had "clearance" to maintain its normal speed over the crossing, where paving and city works department crews were also working.

"It was very congested," Durocher said. An inquest will likely be ordered, he said.

The stretch of track where the accident happened is straight and level, said Brunet."

Worker hit at 150 km/h :police

CORNWALL - The passenger train that killed a CN Rail maintenance employee working at a level crossing here Wednesday was travelling about 150 kilometres an hour, say police.

"Our investigation shows that the westbound train was travelling at that speed when the accident occurred," said Cornwall Police Staff Sgt. Garry Derochie.

Robert Brown, 41, of Matilda Township, died shortly after the 5:10 p.m. accident at the level crossing on Tollgate Road between Pitt Street and Brookdale Avenue.

The victim, who was pronounced dead at the scene, was a member of a CN crew that was working on the double railway tracks at the crossing.

VIA Rail, CN Rail and Transport Canada have all begun investigations into the accident.

"Normally, the train slows down if we're informed about a maintenance project," said VIA spokesman Malcolm Andrews, stressing it is "premature to speculate if any rules were broken."

Andrews would not comment on the speed of the train that left Montreal at 3.45 p.m. and was heading for Toronto.

Coroner Dr. Arthur Peachey said Thursday he hasn't rule out holding an inquest into the fatality, which was followed by a second separate train accident five hours later.

The second mishap occurred at about 10:30 p.m. when an east-bound freight train plowed into a vehicle stopped on the tracks at the railway crossing.

Derochie said the driver had apparently decided to drive around the activated railway barrier. All five occupants of the car safely bailed out seconds before the impact.

The driver of the car, Dion David, 19, of Cornwall Island, has been charged with careless driving.

Old Gananoque restaurant destroyed in \$200,000 fire

GANANOQUE (CP) A wind-fed blaze early Monday morning destroyed the landmark Stationhouse Restaurant on the town's waterfront, causing about \$200,000 damage.

Strong winds were blowing out of the north when the entire 26-member Gananoque fire department arrived at the restaurant on the shores of the St. Lawrence River and found the 61-year-old former railway station engulfed in flames.

Fire Chief Jim Stevenson said he didn't know what caused the blaze.

No one was injured in the fire that also caused about \$2,000 in heat damage to the nearby Canada Customs office.

"It was a heritage building," Mayor Fred Delaney said. "You'll never, ever replace it."

Ken Bassett, night clerk at a nearby hotel, called the fire department when he saw an unusually bright glow and heard what sounded like explosions.

"It sounded like a muffled backfire.

You know how an engine will backfire," he said.

John Nalon, president of the Gananoque Historical Society, said he hoped the structure could be rebuilt as a museum with insurance money and matching grants from the Ontario Ministry of Culture and Communications.

The building was erected in 1929 by the Thousand Islands Railway, owned by CNR, Nalon said.

Railway lines once snaked along the Gananoque waterfront to serve the factories of the thriving industrial port.

Inquest will be held into rail worker's death

CORNWALL A coroner's inquest will be held into the death of a CN Rail maintenance employee who was killed here last month by a passenger train while working at a level crossing.

No date has been set for the inquest into the Sept. 19 death of Matilda Township resident Robert Brown.

"There are a lot of parties involved in this case and it is unlikely that the inquest will be held before the end of the year," said Crown attorney Don Johnson.

VIA Rail, CN Rail and Trans-, port Canada as well as Cornwall police are all investigating the accident.

The 41-year-old man died shortly after the 5.10 p.m. accident at the level crossing on Tollgate Road between Pitt Street and Brookdale Avenue.

A CN track maintainer for 18 years, Brown was a member of a crew that was working on the double railway tracks at the crossing.

Police said the westbound passenger train was travelling about 150 kilometres an hour when the accident occurred.

VIA Rail officials said that was the usual speed for their express passenger trains between Montreal and Toronto. But when informed about a work site, they normally slow down.

VIA and CN officials said the customary procedure for a train entering a work area is to notify the work crew and get instructions whether to proceed at the permitted speed, slow down or stop,

"But our investigation is not completed and it is premature to speculate if any rules were broken," said CN spokesman Mike Matthews.

Boys charged after shots fired at passing train

Two 15-year-old boys were charged with mischief after someone shot at a passing train with BB guns, Ontario Provincial Police said Monday.

Two windows on a VIA Rail passenger train were broken near Maitland between Prescott and Brockville Sunday afternoon, said Prescott OPP Const. George Beeton.

Police found two 15-year-old boys about half an hour later and charged them with mischief.

Death of rail worker puzzles investigators.

Federal transport and CN Rail officials are puzzled by the death of a train crew member who was struck by a VIA Rail train Wednesday afternoon.

Robert Tripp, 42, of Thomasburg, Ont., had repaired an air line and was returning to the engine of a stalled CN freight train about five kilometres west of Brockville when he was struck by a VIA train.

VIA trains can reach a cruising speed of about 150 kilometres an hour on that stretch of railway, said Brockville OPP Const. Paul Disson.

Tripp is the second CN worker to die on the tracks in the last few weeks. On Sept. 19, 41-year-old maintenance worker Robert Brown died when he was struck by a VIA train at a level crossing in Cornwall.

Brockville coroner Dr. Paul O'Connor said he had not decided whether to hold an inquest into Tripp's death.

O'Connor said investigators assume Tripp could not see the VIA train, even though he had a clear view and could step to the side easily. He said the problem may have been because Tripp couldn't hear the train.

A witness reported that Tripp was facing in the direction of the VIA train, but turned around and looked at something else, said Disson.

CN spokesman Marissa LaCaria said investigations are always called as soon as there is an accident in a federal workplace.

Tripp, a 14-year veteran of CN train crews, was working within CN procedure when he walked to the damaged railway car.

The VIA train was probably travelling at about 80 kmh, said LaCaria. VIA engineers usually sound the horn if they see someone on the line.

Inquest called into death at crossing

CORNWALL - A coroner's inquest will be held next month into the death of a CN Rail maintenance worker who was killed by a passenger train last year while working at a level crossing in Cornwall.

Robert Brown, 41, of Matilda Township, died shortly after the Sept. 19 accident at the crossing on Tollgate Road between Pitt Street and Brookdale Avenue.

Coroner Dr. Arthur Peachey said Monday the inquest will begin March 20 and possibly run a second day. The hearing will determine how the accident occurred.

Brown was a member of a CN crew that was working on the double railway tracks when he was hit by a westbound passenger train at about 5.10 p.m.

An initial police report said the train was travelling at a speed of about 150 kilometres an hour. VIA Rail, CN Rail and Transport Canada have investigated the accident and are to make public their findings at the inquest.

21/03/1991 *Ottawa Citizen**Kingston (CN)**Cornwall*

Train was speeding at fatal accident scene

CORNWALL A passenger train that killed a CN Rail maintenance employee here in the fall was speeding and didn't slow down, a coroner's jury was told Wednesday.

"The train was moving very fast with no indication of slowing down," said Fred Decaire, a Cornwall roads department sub-foreman.

Decaire other witnesses estimated the train that killed Robert Brown, 41, of Matilda Township on Sept. 19, was travelling in excess of 140 kilometres an hour.

The victim, who was dead at the scene, was a member of a CN crew that was working on the double railway tracks at the level crossing on Tollgate Road between Pitt Street and Brookdale Avenue.

The accident occurred shortly after 5:10 p.m. when the westbound train passed through the level crossing area where a crew of 17 CN employees was repairing sections of the tracks.

In addition, there were five city roads department workers and four employees of J.R. Blais Paving Limited at the scene. They were repairing the approaches to the level crossing.

Most of the workers from the three crews testified they were not given any warning about the oncoming train.

"We were not advised about that train going through," said Jean Robert Blais, owner of the paving firm.

CN maintenance worker Patrick Finnerty said normally they get a warning about a passing train.

"But this time nobody told me nothing."

Finnerty and fellow CN employees said, at the time, the victim was working between the two railway tracks.

Cornwall roads department employee Dwight St. Louis said the passing train sounded "like an earthquake without the heavy rumble."

St. Louis also said he saw the victim being hit by the train's locomotive and "flying through the air for about 50 feet before landing in the ditch."

"Cornwall Police Const. Pierre Lalonde presented 16 photos taken shortly after the mishap. Photos of the locomotive showed the left front headlight was shattered.

The inquest, being held by Dr. Arthur Peachey, was to continue today.

22/03/1991 *Ottawa Citizen**Kingston (CN)**Cornwall*

FATAL ACCIDENT

Engineer says train was cleared

CORNWALL A coroner's inquest heard conflicting evidence here Thursday about whether a passenger train that killed a CN Rail worker had permission to speed through a work site without slowing down.

"I was under no obligation to slow down because I got the required permission to proceed at normal speed," said Danny Stock of Laval, Que., the train's engineer.

Stock, testifying during the second day of the inquest, estimated the westbound train was travelling 152 kilometres an hour when it went through the work site on Sept. 19, killing Matilda Township resident Robert Brown.

Brown, 41, was part of a CN crew repairing sections of the tracks at the level crossing on Tollgate Road between Pitt Street and Brookdale Avenue.

CN employee Ray Amelotte of Cornwall Township told the jury that he had given the train permission to go through the work site.

"But I only did so after first getting the all clear from Norm Primeau," said Amelotte, referring to the CN work site's foreman.

But Primeau denied giving clearance for the train. "I didn't OK that train because I didn't have enough time to tell everyone the train was coming."

Amelotte's brother Brian, who was working at the site, said he overheard the conversation. "I heard Primeau say everybody's clear and let him go through."

Under railway regulations, work sites are marked by yellow and red flags, and trains can only proceed through after obtaining permission from a designated foreman in this case, Amelotte.

Blaine Newton of Ingleside, the local CN track supervisor at the time, said he arrived at the scene shortly after the 5:10 p.m. accident.

"When I saw Amelotte he was crying," Amelotte told him he let the train go through without slowing it down, said Newton.

Earlier, Cornwall pathologist Dr. John MacAuley said the victim died of multiple and massive injuries.

23/03/1991 *Ottawa Citizen**Kingston (CN)**Cornwall*

Reduce train speeds at work sites: inquest

Cornwall. Trains should slow to half their normal speed when passing through a railway work site, says a coroner's jury looking into the death of a CN Rail worker here.

That was one of seven recommendations made by the five-member jury Friday.

CN worker Robert Brown, 41, of Matilda Township, died Sept. 19 after being hit by a westbound passenger train at the level crossing on Tollgate Road. Brown was part of a CN crew repairing sections of the tracks.

The train was travelling at 152 kilometres an hour when it passed through the work zone, evidence presented during the three-day inquest showed.

The coroner's jury also recommended the installation of a strobe light and an air horn or siren at work sites to warn workers about oncoming trains.

Most of the recommendations were based on suggestions in a 26-page report prepared by Labor Canada safety officer Timothy Pullen of Nepean, who investigated the accident.

21/07/1991 *Ottawa Citizen**Kingston (CN)**Brockville*

In Brockville, resident John Ma-cAri, 31, died after he was hit by a train at 2 a.m. Saturday while walking home from the Brockville Town Centre.

Police said he took a shortcut and misjudged the distance of the CN Rail freight train.



# DIDNT HEAR WHISTLE

Train kills railway worker

A railway maintenance worker who failed to hear a train's jwarning whistle was killed "Thursday when struck by a westbound VIA train just west of Iroquois.

Iroquois is 80 kilometres ! south of Ottawa, i George. MacDermid, 34, of RR 5, Alexandria, was clearing ice and snow from a switch on the j Canadian National Railways main line with a gas-powered blower mounted on his back when struck by the train,

A fellow worker told provincial police MacDermid had his head down and did not hear the train's whistle over the roar lof his torch. MacDermid was married with two children.

29/03/1992    *Ottawa Citizen*    *Kingston (CN)*    *Brockville*

Two die as car hits train

A car-train collision near Brockville early Saturday morning killed the two people in the car.

The car smashed into a freight train on CN Rail tracks about two kilometres east of Brockville at 1:55 a.m., said Sgt. Howard Pledge of Ontario Provincial Police.

One of the victims was Michael Montgomery, 33, of Brockville. Police are withholding the name of the second victim until relatives are notified.

30/03/1992    *Ottawa Citizen*    *Kingston (CN)*    *Brockville*

Police have identified the second of two men killed in a collision between a van and a train near Brockville early Saturday.

Raymond Beyries, 38, of Toronto, died when the van he was driving smashed through a railway crossing barrier and hit an eastbound freight train on the CN Rail tracks about two kilometres east of Brockville, according to Ontario Provincial Police. OPP earlier identified the van passenger, who also died, as Michael Montgomery. 33, of Brockville.

24/04/1992    *Ottawa Citizen*    *Kingston (CN)*    *Prescott*

Girl killed by train in Prescott

A sixteen-year old girl was killed Thursday when she was struck by a VIA Rail passenger train in Prescott

Prescott police say the victim was crossing the tracks shortly before 9 a.m. near Edward Street when she was struck from behind by a westbound VIA train travelling about 70 kilometres an hour.

A freight train was passing on a second set of tracks at the time of the accident

At the request of the family, police are not releasing the name of the victim..

20/06/1992    *Ottawa Citizen*    *Kingston (CN)*    *Iroquois*

Handle safety, foremen told

MORRISBURG Foremen of railway maintenance crews should be safety coordinators rather than actively participate in the work, says a coroner's jury-

This was one of the recommendations made following an inquest into the death of a CN rail worker who was killed at a track maintenance site just west of Iroquois, 65 kilometres southeast of Ottawa.

George MacDermid, 34, foreman of a five-member maintenance crew, was killed when he was hit by a VIA train on Feb. 13.

Evidence presented at the hearing showed that MacDermid was working in the middle of the north track when he was struck from behind by the westbound passenger train.

MacDermid, an Alexandria-area resident, was working with a noisy snow-blower when he was hit.

The jury said a foreman of a track crew should be more of an observer with the responsibility for safety.

The coroner's jury also recommended that railway employees working along tracks wear fluorescent garments such as vests.

MacDermid was the second area railway worker killed by a train in the last two years. Another was killed when he was struck while working on tracks in Cornwall.

29/06/1992    *KingstonWhig Standard*    *Kingston (CN)*    *Britannia*

Train jumps tracks: Canadian National's main line between Montreal and Toronto was blocked after a freight train derailed yesterday spilling dolls potato chips jewelry bubble gum and other cargo. The 11-car train en route to Halifax from Toronto jumped the tracks at about 7 am as it rounded a curve about 15 kilometres east of Brockville. Three crew members escaped injury officials said passenger service between Toronto and Montreal was routed around the crash site causing two-hour delays on regular routes Via Rail spokesman Diane Graham said.

29/06/1992    *Ottawa Citizen*    *Kingston (CN)*    *Brockville*

Freight train derails near Brockville

BROCKVTLE Canadian National's main line between Montreal and Toronto was blocked after a freight train derailed Sunday, spilling dolls, potato chips, jewelry, bubble gum and other cargo.

CN police were brought in to "make sure there's no Sunday shoppers," said CN official Laurie Bronson.

The 11-car train, en route to Halifax from Toronto, jumped the tracks at about 7 a.m. as it rounded a curve about 15 kilometres east of Brockville.

Three crew members escaped injury, Bronson said.

30/06/1992    *Ottawa Citizen*    *Kingston (CN)*    *Brockville*

Rail line reopens near Brockville Canadian National's main line between Montreal and Toronto reopened Monday after a derailed freight train spilled cargo onto the tracks Sunday.

The 11-car train from Toronto to Halifax jumped the tracks at about 7 a.m. as it rounded a curve about 15 kilometres east of Brockville. CN spokesman Mike Matthews said one line was repaired at about 2 p.m. Monday and the other one was to be opened today. Three train crew members escaped injury in the accident. CN investigators haven't determined the cause of the derailment.

09/08/1992    *Ottawa Citizen*    *Kingston (CN)*    *Brockville*

Train kills man

A Brockville man was killed after his car was hit by a train carrying 160 passengers Friday night.

No one on the VIA Rail train was hurt. Elery Barkley, 45, drove around the railway barriers at a level crossing on Sharpes Lane in Elizabeth Township, just east og Brockville, police say. The collision occurred at 9:20 p.m.

**29/08/1992     Ottawa Citizen**

**Kingston (CN)**

**Brockville**

A Brockville teenager was killed Friday when he was struck by a VIA Rail passenger train on a railway bridge.

Larry Harold Barlow, 14, was riding a trail bike across the bridge when the train, travelling at more than 100 kilometres an hour in the same direction, hit him from behind at about 4:30 p.m.

Const. Garry Dunklin of Brockville police said the youth rode on to the bridge from a well-worn dirt path frequently used by trail-bikers. Dunklin said the train engineer had no time to blow a whistle or slow down..

The youth's father, James Barlow, said his son just got the trail bike the day before the fatal accident

The youth, who was going into Grade 8 this year, traded another bike for it and had been warned repeatedly to stay off the railway tracks.

"He just didn't listen," said Barlow, 44, his voice cracking with emotion. "They think they're invincible but please kids, listen to your parents."

The bridge, near the western boundary of Brockville, is a shortcut for trail-bikers to a series of paths near train yards on the other side.

Barlow said the bridge is frequently used by pedestrians, including workers at a nearby plant

Police said the youth was wearing a helmet and may not have been able to hear the approaching Toronto-bound train.

Barlow's death is the latest in a series of train accident fatalities in Eastern Ontario.

Tuesday, two people died and six were injured when a VIA train slammed into a passenger van on Hwy. 138, about 30 kilometres north of Cornwall.

The same day, a 68-year-old Arnprior woman was killed when she drove in front of a train at a level crossing.

On Aug. 17, seven-year-old Jason Burns of Barrhaven died when he was hit by a ladder on the side of a passing VIA train while he was playing near the tracks.

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**04/10/1992     Ottawa Citizen**

**Kingston (CN)**

**Prescott**

Woman killed by freight train

A 62-year-old woman was killed by a freight train Friday night while trying to pick up her suitcase from a track at the Prescott station, police say.

Marjorie Somerville, of Bowmanville, Ont., was waiting for her Toronto-bound train after visiting relatives in the Spencerville area. She was hit by a CN Rail freight train just before 7 p.m.

"For some reason her suitcase was either on or close to the rail," CN spokesman Roger Cameron said from Montreal. "She was on the platform and she stepped out to retrieve the suitcase."

Cameron and Prescott police said they didn't know how the suitcase ended up on the track.

**23/01/1993     Ottawa Citizen**

**Kingston (CN)**

**Brockville**

Woman killed by train in Brockville

A 23-year-old woman was killed when hit by a train in Brockville Friday.

Ontario Provincial Police say the woman was apparently walking along the tracks east of Oxford Street at about 3 p.m. when the accident occurred.

The train's crew spotted her, police say, but were unable to stop in time.

The woman's name was not released as relatives had not yet been notified.

Ottawa Citizen 24 January 1993

Woman hit by train

A woman died Friday when she was hit by a Canadian National freight train in Brockville. Laurel Rafuse, 23, a patient at Brockville Psychiatric Hospital, was walking on the tracks near the Oxford Street crossing at the time.

**21/04/1995     Ottawa Citizen**

**Kingston (CN)**

**Brockville**

Brockville mourns two teenagers struck by train

BROCKVILLE - Some teenagers wept silently to mourn their two friends, while others showed their sorrow with wails of grief.

The impromptu afternoon vigil was for Dawn Cowan and Candace Mathieson, two 16-year-olds who were struck and killed by a train while walking to their Brockville high school Thursday at 11:30 a.m.

Friends said Cowan and Mathieson had been out comparing prices at stores for a family studies assignment. Word spread quickly throughout Brockville Collegiate Institute, two blocks from the accident site. School administrators immediately gathered the girls' closest friends in the library, where the teenagers cried, hugged each other and, according to one student. "sat like zombies in total shock."

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The teenagers were struck by the first of three locomotives pulling 99 freight cars west from Montreal to Detroit, said CN Rail spokesman Mike Matthews.

The gates were down and the bells were sounding at the Park Street level crossing when the accident occurred. The lead locomotive's running lights were illuminated and the engineer sounded the whistle, Matthews said.

It appears the young women entered the crossing while an east-bound freight train was passing and waited on the westbound tracks. Because of the noise of the first train, they failed to see or hear the approach of the westbound train.

Matthews said the train that hit the girls was authorized to travel up to 100 kmh at the crossing. Investigators must determine its actual speed, he said.

"It's a terrible tragedy all around," Matthews said from Toronto.

The main line did not reopen until 1:15 p.m., almost two hours after the crash, delaying as many as four VIA passenger and three freight trains.

"As you can see, we have trespassing problems here," said Neil Thomas, manager of CN train services from Belleville to Toronto. Brockville isn't in his territory, but he was in town on other business when the girls were killed.

During an interview at the scene Thomas pointed to several people - adults and children - who were trespassing by walking alongside the tracks.

"You have to educate these people," he said. "You don't go out and play in the middle of the highway or on the airport runway. And you don't walk on tracks."

As he spoke, the lights started flashing and he paused to watch a car speed across the track before the gate came down. The car should have stopped, said Thomas, shaking his head. "I've been to many (train accidents). It's a tragic thing that shouldn't happen."

**15/06/1995     Ottawa Citizen**

**Kingston (CN)**

**Brockville**

Train whistle failed to prevent death

A 36-year-old Ottawa man died after a passenger train struck him from behind as he walked along the tracks just west of Brockville. William Joseph Lemoine either ignored or did not hear the train's warning whistle. "For some unknown reason he didn't react to the train, and we have no way of knowing why," said Const. Maureen Maveety of the Ontario Provincial Police, Gananoque detachment. In April, two Brockville high school students were struck and killed by a freight train on the same track after they apparently entered a crossing even though the gates were lowered and the warning bells ringing. Police say Lemoine was trespassing on railway property when he was killed Tuesday.

**14/10/1995     Ottawa Citizen**

**Kingston (CN)**

**Kingston**

Close call: A member of the emergency team inspects a freight train that derailed on its way to a DuPont plant in Kingston. Cars, carrying chemicals, derailed on a trestle over a creek. There were no leaks or injuries

Driver dies after car strikes passenger train

One man is dead after a passenger train collided with a vehicle at a Cornwall railway intersection Wednesday evening. Around 7:20 p.m. a car carrying three people heading northbound on Boundary Road, east of downtown Cornwall, lost control and stalled on the railroad tracks. The two passengers escaped uninjured but the driver was killed after an eastbound VIA train, heading for Montreal, collided with the car, said Staff Sgt. Richard Carter of Cornwall police. The train was delayed and traffic was rerouted for several hours. The intersection has warning lights and traffic barriers. Falling snow and slick roads are being blamed for the cause of the accident. No names were being released pending notification of next of kin.

03/03/1998 *Ottawa Citizen**Kingston (CN)**Lyn*

A portion of Canadian National's main east-west rail line was closed temporarily after a 25-car derailment west of Brockville. The westbound CN freight train derailed at about 1 a.m. There were no injuries. Mechanical problems are suspected.

04/03/1998 *Ottawa Citizen**Kingston (CN)**Lyn*

Ottawa - Toronto train service to resume today

A derailment that caused thousands of train travellers to take the bus between Ottawa and Toronto should be cleared by today, VIA Rail Canada reports.

The derailment, involving 25 freight cars, occurred on Monday on Canadian National's main east-west line between Brockville and Kingston.

There were no injuries reported, but until last night the accident caused havoc with VIA Rail trains that use that CN line. Passengers travelling between Toronto and Montreal had to be taken off trains and put on buses to get past the blockage, VIA spokesman Malcolm Andrews said, while passengers travelling between Ottawa and Toronto had to make the entire journey by bus.

"Well over 5,000 people have been disrupted by this," said Mr. Andrews.

"We are certainly pleased things will be back tomorrow and people won't be inconvenienced any further. By the time your paper hits the streets we will be back to normal."

It's been a trying winter for VIA Rail, which was also forced to alter its schedules during the ice storms in January.

"Even without this, if (our only problems has been) the ice storm, it's already been a tough winter," Mr. Andrews said.

Passengers who have purchased train tickets but were forced to take buses instead will be allowed to use the value of their tickets towards future VIA fares, he added.

The cause of the derailment is still unknown.

05/03/1998 *Montreal Gazette**Kingston (CN)**Lyn*

Full Via service back

Via Rail services on the Montreal to Toronto and Ottawa to Toronto routes have returned to normal schedules, the company has announced. The services had been interrupted or delayed after a CN freight derailment near Brockville, Ont, Monday morning.

01/08/1998 *Ottawa Citizen**Kingston (CN)**Johnstown*

The Ontario Provincial Police have concluded their investigation into the death of a 47-year-old man who was struck by a freight train near Johnstown about 5:30 yesterday morning. The man, whose name hasn't been released, was walking on the tracks where they meet Highway 16 at Johnstown, about 85 kilometres south of Ottawa. Police have ruled the death as accidental.

14/11/1998 *Ottawa Citizen**Kingston (CN)**Kingston*

Freight train kills man in Kingston A male whose age isn't being released died last evening after he was struck by a freight train in Kingston Police were having trouble identifying the victim, who carried no identification. Police said they didn't suspect foul play. A post mortem is scheduled today.

15/07/1999 *Ottawa Citizen**Kingston (CN)**Morrisburg*

Train cars derail near Morrisburg

CN Rail police worked through the night investigating the cause of a freight train derailment near Morrisburg.

Last night, 13 cars on a Toronto-bound freight train left the tracks near the St. Lawrence Seaway town.

Although many of the 120 cars near the front of the train were said to contain a variety of dangerous chemicals, none of those cars were involved.

Firefighters said that all the derailed cars were carrying paper products, and there was no danger to the environment or to anyone living nearby.

No one was injured in the incident.

17/01/2001 *Ottawa Citizen**Kingston (CN)**Mallorytown*

FREIGHT TRAIN DERAILS NEAR BROCKVILLE

Canadian National work crews start to right a rail car that was part of a derailment at 4:45 a.m. yesterday that involved 27 freight cars near Mallorytown, about 25 kilometres southwest of Brockville. There were no injuries and no dangerous chemicals spilled in the derailment of the 149-car freight train bound for Montreal from Toronto. Two nearby schools were closed as a precaution. The accident closed both lines and VIA Rail passengers, who experienced delays of up to an hour, were bused to nearby stations.

21/12/2002 *Ottawa Citizen**Kingston (CN)**Cornwall*

Freight accident delays VIA Rail passengers

VIA Rail passengers between Montreal and Toronto were delayed on one of (he busiest weekend of the year last night after the rail link was severed near Cornwall when five cars of a freight train derailed.

No one was injured in the accident, which occurred about 6 p.m. just west of Cornwall on the main CN route. However, the load of lumber spilled on both the east and westbound tracks, which officials expected would take at least 18 hours to clean up.

Passenger trains were diverted through Ottawa, which delayed passengers by about two hours, said VIA spokesman Paul Raynor. Passengers who expected to get on a train anywhere between Montreal and Gananoque were bused to Gananoque or Montreal, he said.

The problem delayed some passengers up to three hours. The problem was expected to be cleared up by noon today.

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 i, several months after Sabrina Latimer, 12, was hit by a train and killed when walking home from school with Saman-tha 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.

Kingston-area freight train incident to affect trains today, too

BY DEREK ABMA Ontario's environment ministry is looking into whether a Kingston waterway was contaminated by oil from a derailed train car that affected the plans of thousands of travellers between Ottawa, Montreal and Toronto yesterday.

Thirty-two of 142 cars on an eastbound freight train derailed at 5:50 am yesterday, said Canadian National Railway spokesman Jim Feeny.

VIA Rail cancelled all passenger trains between Ottawa and Toronto, and between Montreal and Toronto. Buses were used to transport passengers.

Normal operations were expected to resume this morning. One Toronto-bound train from Ottawa is to be replaced by a bus today.

VIA spokeswoman Catherine Kaloutsky said people could also opt to postpone their trips or get refunds.

VIA customers who took a bus between Ottawa and Toronto experienced delays of up to two hours, Ms. Kaloutsky said. She said about 3,000 customers were affected yesterday.

The cause of the crash is being investigated by the Transportation Safety Board of Canada. Mr. Feeny said the investigation could take "months and months."

There were no injuries, but several goods were spilled From the Princess Street bridge over the tracks, spectators could see several cars sprawled across the tracks and one sticking up from the ground at an angle of about 45 degrees.

Mr. Feeny said there was a derailed car that contained about 100,000 litres of light industrial oil He said the substance is used for lubrication in the cutting of steel and aluminum.

Michel Finn, a spokesman for the Ministry of the Environment, said an oil leak from the train car was stopped by afternoon. An unknown amount of the oil spilled into Cataraqui Creek, and samples of the water were taken.

"We're not expecting a significant impact on the environment at this point," he said.

Kingston police Const. Michael Menor said one of the derailed cars hit a natural gas line and caused a leak, but it was contained quickly.

Yesterday morning, some VIA passenger trains got as far as Belleville coming east, and Brockville travelling west. From there, passengers were transferred to buses. An eastbound group arriving in Kingston by bus at mid-morning said they were about two hours behind schedule.

"I'm trying to beat everyone to the taxis," Queen's University student Andrew Wald said in Kingston as he called a cab from his cellphone, frantic to make an exam he came in from Toronto to write.

Passengers travelling to Ottawa from Toronto were taking events in stride. After the derailment, passengers from Ottawa-bound train 42 were put onto buses at Toronto's Union Station by 10:30 a.m., an hour behind schedule. The first group of about 50 passengers arrived at the Ottawa train station at 3:15 p.m.

"It went surprisingly well," said Guelph resident Evan Ferrari. "All things considered, they got the buses together and off fairly quickly. It could've been a lot worse."

University of Ottawa business student Laura Aitchison said passengers were treated well. She received a voucher for half her ticket price, and free food and drink during the trip.

Further updates on passenger train service call 1-888-VIA-RAIL. CN freight service between Toronto and Montreal, which usually involves about 50 trains a day, was shut down for most of yesterday and was expected to resume incrementally late last night.

17/10/2007 *Brockville Recorder**Kingston (CN)**Prescott*

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.

30/05/2008 *Kingston Whig-Standard**Kingston (CN)**Kingston*

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 dying 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.

## Montreal-bound train derailed

A Via Rail train carrying 175 passengers to Montreal from Toronto derailed yesterday after a tractor-trailer became stuck on the tracks. Five people suffered minor injuries. The incident occurred about 3:15 p.m. in Mallorytown, 60 kilometres east of Kingston, Ontario Provincial Police said. The train smashed into the tractor-trailer and two cars derailed, including the engine and the baggage car, OPP Sgt. Darin Kirker said. The driver escaped the truck, Kirker added. The engine operator, the only person in a derailed car, was among the injured. The passengers were to be transported by bus to Montreal. The OPP continue to investigate the crash.

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 flatted 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.

07/03/2009 Kingston Whig Standard Kingston (CN)

Kingston

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 200<sup>th</sup> 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)

25/07/2009 Brockville Recorder

Kingston (CN)

Brockville

## 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.

31/10/2009 *Kingston Daily British Whi* *Kingston (CN)**Kingston*

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](http://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."

13/11/2009 *Brockville Recorder**Kingston (CN)**Brockville*

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.

03/03/2010 *Ottawa Citizen**Kingston (CN)**Morrisburg*

Montreal-Toronto trains delayed by derailment

A CN freight train with 27 cars derailed Tuesday afternoon near Morrisburg, Ont., affecting Via Rail services between Montreal and Toronto. Major delays of two or three hours were expected as trains were being rerouted through Ottawa. A Via Rail spokeswoman was unable to say whether trains would be affected today. No one was hurt in the derailment.

24/06/2010 *EMC Kingston**Kingston (CN)**Kingston*

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.

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 Ouebec-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)

16/11/2010 Brockville Recorder

Kingston (CN)

Brockville

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)



# 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 prop-erty 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.

23/02/2011 Brockville Recorder

Kingston (CN)

Brockville

## 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.

19/04/2011 Kingston Daily British Whi Kingston (CN)

Kingston

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.

"Were 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.

04/08/2011 Kingston Daily British Whi Kingston (CN) 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 by 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.

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.

02/08/2014 Ottawa Citizen

Kingston (CN)

Gananoque

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.

Via situation is "Unprecedented"

Hundreds stranded after collision shuts down Ottawa - Toronto corridor

CARYS MILLS OTTAWA CITIZEN

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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. (MattBorrelli)

# ViaRail? Try #ViaFail. (MrScottLemoine)

21/11/2014 *KingstonWhig 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.

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.

03/03/2018 CBC News

Kingston (CN)

Via Rail halts passenger service after CN train derails 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.

05/03/2018 Ottawa Citizen

Kingston (CN)

Via gets back on track after derailment

Via Rail service on the TorontoOttawa 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.

Greenery 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 Greenery'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.

Greenery 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.

"Greenery 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 Greenery 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, Greenery 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 Greenery development will be phase three, said Sayeau, who expects the approval process to go smoothly.

02/10/2018 *CBC News**Kingston (CN)**Morrisburg*

The Transportation Safety Board of Canada is sending investigators to an area of eastern Ontario near Morrisburg, Ont. after a train collided with equipment Tuesday morning.

A westbound Canadian National Railway train collided with "track equipment" just after midnight on Tuesday, the agency said in a news release. Nobody was injured and the train did not derail.

CN said one of its trains brushed up against a piece of equipment on a nearby track and came to a stop, but was moving again by 1 a.m.

29/01/2019 *Cornwall Newswatch**Kingston (CN)**Long Sault*

Train fire blocks County Road 12

LONG SAULT A locomotive fire on a freight train has temporarily blocked the County Road 12 crossing in South Stormont, northwest of Long Sault.

South Stormont firefighters and township officials have been on scene this morning (Tuesday) at the crossing, south of Highway 401.

SD&G O.P.P. Const. Tylor Copeland said the third engine on the three-engine train caught fire.

Everything is under control and the locomotives have been disconnected from the freight and officials are waiting for the locomotive to "cool down."

County Road 12 is temporarily blocked (as of 9 a.m.)

07/02/2019 *Ottawa Citizen**Kingston (CN)**Findlay*

Police in Kingston report that a canine cop made quick work of suspects accused of stealing wire from CN Rail signals, a theft that could have had tragic consequences. A CN employee was dispatched to the lines east of Findlay Station Road on Tuesday where train service had been disrupted by problems with the signals. The worker, who discovered that several sections had been cut and taken, spotted an apparently abandoned vehicle nearby and called police.

At 12:30 p.m., police dog Titan and his handler, Const. Mark McCreary, conducted a track for several hundred metres along the railway tracks, over a fence, through a wooded area and across a large open field. Two suspects were found hiding in the bush line. Two Kingston men aged 56 and 57 were charged with mischief over \$5,000 and theft. They were released with conditions.



Maitland man, 78, killed by train

An elderly Maitland man was killed in a collision with a VIA Rail passenger train while apparently crossing the train tracks in a relatively remote section of railway between Brockville and Maitland early Friday afternoon.

Details were scarce as Ontario Provincial Police officers continued with their investigation following the tragic incident around 1 p.m..

But on Friday night OPP identified the victim as 78-year-old John Holman, of Maitland.

While she could provide little information when initially reached at 2:30 p.m., OPP East Region spokeswoman Sgt. Cynthia Savard said officers were investigating the death of a pedestrian who was crossing the tracks.

OPP later confirmed in a media release that, at about 1 p.m., OPP officers responded to a private crossing near Maitland after a pedestrian was struck by a train. The victim was confirmed dead at the scene.

"Grenville OPP continues to investigate with members of the OPP Forensic Identifications Service, as well as Canadian National (CN) Police and VIA Rail Police," the statement added.

Leeds OPP Cst. Sandra Barr, who was handling media enquiries later in the day and evening, had no further details as of Friday night.

Police and an ambulance were at the northernmost tip of Apple Blossom Drive, which runs north of County Road 2 just west of Maitland shortly after the incident.

While the east-west CN line runs north of the end of that street, there did not appear to be any warning lights in the rural stretch of track.

OPP collision reconstructionists were heading to the area to assist in the investigation, said Savard.

The tragedy caused a stoppage of train traffic on the line, added the sergeant.

In an emailed statement, VIA officials said train number 65, with 261 passengers travelling between Montreal and Aldershot, was involved in a tragic incident involving a trespasser on the Kingston sub, east of Brockville, at around 1 p.m. today.

"No passengers or on-train service crew were injured during the incident. Our thoughts are with those affected by this tragedy."

VIA Rail is collaborating with investigators and it was too early to provide any additional information, company officials said Friday afternoon, adding they were working on "bringing customers currently en-route to their final destinations as quickly and as safely as possible."

23/05/2019 *Morrisburg Leader*

Kingston (CN)

Morrisburg

SOUTH DUNDAS - Sixteen years ago the community was celebrating its success in saving an historic train and keeping it in its longtime location along County Road 2 next to Crysler Park Marina.

During the 2003 celebration ceremony Glen Cunningham, a key leader in the Save the Train effort, said: "We saved it, maybe only temporarily. Now it is up the next generation to make sure it stays here."

And now, it might be the next generation's turn.

In response to an inquiry from The Leader about the future of the train, Geoff Waycik, director of historic sites for the St. Lawrence Parks Commission said: "SLPC is considering the future of the train which may include some form of disposition."

"We are undertaking this activity in a thoughtful and considerate way," he said.

He expects further details will be made available in the coming weeks.

He did say that: "the only item that is being discussed is the train (engine and two cars) and will not impact the Aultsville Train Station or the railway track."

"The Aultsville Train Station is an original building from the Lost Village of Aultsville and the track in front of the train station is the only remaining section from the old branch of the Grand Trunk Railway that once connected the Lost Villages prior to the Seaway Project flooding."

In 1999 the SLPC had an agreement with the Prince Edward County Railway Preservation Society that would have seen Locomotive 1008 and its two cars leave this area and be taken to Trenton.

South Dundas' mayor at the time Johnny Whitteker asked for a moratorium on the decision to allow time for the formation of a committee to undertake an effort to save the train and keep it in its present location.

The train was originally donated by Canadian National Railways to the SLPC.

The engine was built in Kingston in 1910 at Canadian Locomotive Company Works for the Grand Trunk Railroad and operated on the Moccasin local between Brockville and Cornwall up until the time of the Seaway project. The cars are a 1901 passenger coach which was built in Montreal and a 1920 postal-baggage car.

The train sits on a section of the original Grand Trunk Railway track that was left in place at the time of the construction of the St. Lawrence Seaway.

Once a committee of interested individuals was formed, in about 2000, the train and the Aultsville Train Station underwent a massive restoration project under the direction of the Save the Train Committee and the St. Lawrence Parks Commission.

The Aultsville Train Station was constructed in 1889 for the Grand Trunk Railway Company. Originally located in the lost village of Aultsville, it was donated to the St. Lawrence Parks Commission at the time of the Seaway and relocated to its current site.

Volunteers raised thousands of dollars in the effort and worked for two summers on the project which involved moving the train to repair the track, the re-framing of the coach and baggage cars, the installation of new windows in the coach, repairs to the ramp and station and a new coat of paint.

In 2003, South Dundas' Heritage coordinator was Kirsten Gardner who was involved with the effort and physically worked on the project alongside a number of volunteers. At the time she said, "I hope it will always be here."

30/05/2019 *Morrisburg Leader*

Kingston (CN)

Morrisburg

Save The Train Again

Nearly 20 years ago, a group from the South Dundas community rallied to save the train just outside Upper Canada Village. Individuals from all over our area rallied to clean up and paint the steam locomotive and passenger cars. After that work was done, the St. Lawrence Parks Commission made a commitment to maintain the train going forward. However, for an organization committed to preserving our history through landmarks like Upper Canada Village, the SLPC has certainly fallen short in this case.

All indications, as of last week, suggest only the SLPC's desire to get rid of this train. We say shame on them for considering such an act.

Our community rallied to save the train. While it is not an attraction the SLPC can "sell ticket sales to ride," it is a cultural and historic landmark, important to South Dundas, and to the story of Upper Canada.

Between Toronto and Montreal there are few reminders of the 1850s and 1860s, a crucial time in the growth of what became Ontario. Without the Grand Trunk Railroad, Canada West (Upper Canada) would not have grown into an economic engine driving a new country, Canada.

This train - representative of "The Moccasin", a local train that connected the communities of Iroquois, Morrisburg, Aultsville and others to the larger centres of Brockville and Cornwall - was a vital lifeline for Eastern Ontario agriculture along the St. Lawrence River right up to the end of World War One. For many, that lifeline continued through to the creation of the St. Lawrence Seaway.

Symbolically, the train and station are a monument to those whose communities were moved or removed in the name of "progress". Upper Canada Village shares some of that same symbolism, but what stands as a more recognizable symbol of the strong and durable heart of a community, than this train?

Our train has become an area landmark. It attracts the young and the young at heart. It preserves tangible evidence of our immigrant past. It enhances Village events like *Alight at Night*. The train at Aultsville Station should be preserved. And the SLPC should be responsible for that preservation. The SLPC should honour its past commitment, remaining mindful of the pride this community takes in "its train".

Do not take this grand old symbol of our heritage away from the South Dundas community.

**Council Urges SLPC to Maintain Historic Train in South Dundas**

South Dundas Ontario - At the 16 Jul 2019 meeting, South Dundas council proved its commitment to fiscal responsibility for South Dundas residents.

After discussions with the St. Lawrence Parks Commission (SLPC) regarding the historic engine, baggage car, and passenger car at Upper Canada Village, the council is urging the SLPC to keep the train at its current location.

The train, located along County Road 2 near Chrysler Park Marina, has been situated in South Dundas for nearly 50 years and has a history that is fundamental to the Municipality.

When faced with a similar situation almost 20 years ago, residents formed the Save the Train Committee to raise funds and volunteer their time to refurbish the machine.

"This Train is a landmark in South Dundas for residents and visitors to explore. For 50 years it has been a place where people can go to experience a glimpse into history or where students can learn about the area in which they live. It has brought the community together in the past and should remain in South Dundas where our people can continue to care for this historic machine," said Mayor Steven Byvelds.

Given the Train's current condition, South Dundas council felt that a possible relocation may create additional structural damage, which may add considerable financial burden to the residents in the long-term and that of any community volunteer efforts.

Relocation means a higher risk of rebuilding requirements, a cost too significant to assume based on the current priorities of the municipality.

This decision affirms this council's accountability to its rate payers.

"Our Council made a promise to work together to better South Dundas and reduce the burden on taxpayers. We will work towards the best outcome for our residents while keeping with our financial obligations. It is our hope that the St. Lawrence Parks Commission recognizes the importance of the situation and South Dundas' role in the history of the train," said Mayor Byvelds.

A decision is yet to be reached from the SLPC about the future of the train.

Council recognizes the financial challenges faced at the provincial level and the need to find efficiencies, however, it is the hope of council that the train which has been enjoyed for generations will stay at its current location.

**St. Lawrence Parks Commission to divest train**

MORRISBURG - The historic Grand Trunk Railroad train located at Chrysler Park will soon be heading to a new home. Today (July 22nd) the St. Lawrence Parks Commission announced its intention to divest the locomotive and two railway cars at the park.

In a release from the SLPC, it said that the decision was taken following consultation with the Municipality of South Dundas, and a report on determining restoration costs for the century old artifacts. Officials with the SLPC state that the repair costs would be about \$1.1 million.

The release states that the Board of Commissioners had mixed emotions regarding the decision to divest the display. Since the initial news report in The Leader, many community members have voiced their concern to keep the train in South Dundas.

The SLPC said it will make every effort to keep the train in Eastern Ontario as a regional asset.

"While the SLPC would like to see the train remain in this location, unfortunately, the costs for restoration are simply beyond what can be reasonably invested in this asset," said SLPC chair Bob Runciman in a release. "The SLPC has significant aging infrastructure that urgently needs repair and we must allocate the capital budget towards the highest risk infrastructure needs such as aging septic systems and washrooms."

The train display has been at the Chrysler Park location since the construction of the St. Lawrence Seaway project which flooded thousands of acres of waterfront along the St. Lawrence River. That project led to the creation of Upper Canada Village and the SLPC. In the 1990's a community-led initiative was organized to stabilize and restore the exterior of the train display.

The SLPC said that the work slowed the deterioration, but did not address underlying structural issues. In recent years, the SLPC has deferred much of the maintenance on the display, painting the north or road facing side of the display while not maintaining the south facing side.

The Parks Commission said that the track the train is currently on, and the Aultsville Train Station will remain in its current location after the engine and two cars are relocated.

A request for expressions of interest for the century-old railway artifacts will now move forward, with more information available on the Parks website at <http://www.uppercanadavillage.com/train>. The divestiture process will close on August 30th at 4:30 p.m.

Train Disposal Shocks "Save the Train" Group

Morrisburg Ontario - The St. Lawrence Parks Commission's (SLPC) Monday announcement that it will be getting rid of the historic train display which has sat in Crysler Park for decades was probably most shocking to Jim Becksted.

In the 22 Jul 2019 media release from the SLPC, board of commissioner chair Bob Runciman said, "While the SLPC would like to see the train remain in this location, unfortunately, the costs for restoration are simply beyond what can be reasonably invested in this asset. The SLPC has significant aging infrastructure that urgently needs repair and we must allocate the capital budget towards the highest risk infrastructure needs such as aging septic systems and washrooms."

The SLPC states that the repair costs would be about \$1.1 million.

Becksted, along with Gardner Sage had been meeting and working towards planning a community effort to once again Save the Train, and keep it in its longtime home.

He had met with SLPC staff and thought that they were going to have an opportunity to do something, and then Monday's announcement came.

"I'm absolutely flabbergasted," Becksted told The Leader

"They never even gave us a chance. There is so much we could have done."

Becksted said that based on his meetings and discussions he absolutely felt that the train was staying put.

Ultimately, decisions about the collection, including the historic train, come from the SLPC Board of Commissioners.

The chair and commission members are responsible for providing strategic direction to the SLPC and governing the affairs of the SLPC within its mandate.

Bob Runciman is commission chair and Linda Ann Daly is vice-chair.

Commissioners include Margaret Fancy, James Garrah, Linda Shanks, Pierre Santoni, Robert Tchegus, Guy Tondreau, Debora Daigle, and Tammy Hart.

These appointments are made through the province's Public Appointments Secretariat.

The Leader has learned that the commissioners made the decision to divest itself of the train at its December 2018 board meeting and recently reaffirmed it at their July 2018 board meeting.

With that, the SLPC is now proceeding with a request for expressions of interest.

"As part of a collections review, the SLPC is currently offering the following items of railway rolling stock for transfer to museums, institutions, or associations/organizations," reads the listing which is available on the Upper Canada Village website.

Listed are Grand Trunk Locomotive 1008, baggage/refrigeration car, and a passenger car.

"All items listed above are intact, but require extensive work to bring them to functional or exhibitable condition," reads the listing.

Items are being offered on the condition that the accepting party arrange and pay for removal.

Presently, the SLPC is saying that preference will be granted to parties interested in acquiring the whole assemblage or whole major components rather than parts.

As part of the expressions of interest, parties are asked to describe their organization and the intended use.

While the initial press release stated that the request for expressions of interest would close at the end of August, the website now shows that the request for expressions of interest will close at 16:30, 4 Oct 2019.

23/08/2019 *Ottawa Citizen*

Kingston (CN)

Morrisburg

Stevenson: The end of the line for a beloved train

It will leave us, to fade away in memory along with the era of the steam locomotive.

In the depth of summer, the St. Lawrence Parks Commission (SLPC) announced the static display of the Grand Trunk Railway locomotive 1008 and its pair of passenger coaches in Upper Canada Village are too expensive to maintain. Commission Chair Bob Runciman pegged the cost of restoring the train at \$1.1 million - a prohibitive expense in consideration of other Parks spending needs. The SLPC will, accordingly, seek to identify a party interested in acquiring the train and moving it from its current location.

This marks the end of the train's life as a landmark along County Road 2 in South Dundas, the focal point since 1957 of a display once intended - along with the adjacent Aultsville station - as a railway museum. This endeavour proved to be short-lived, and in recent years, the site has languished. The train has not been protected from exposure to the elements, and its continued life onsite is due only to the efforts of community members who, in 2001, undertook a basic cosmetic restoration. The SLPC's sole use of the train consists of decorating it with lights as part of a seasonal display at Upper Canada Village.

With its departure, communities along the St. Lawrence River will lose a prominent landmark, a rare historical touchstone in an area wiped clean of physical heritage in the 1950s during the construction of the St. Lawrence Seaway. For 60 years, the train has reminded residents of that time when rail provided a readily available means of travel between riverside communities.

It also represents a lost opportunity for the SLPC to use the train more effectively, particularly in collaboration with like-minded partners. It might have been developed as an educational space or exhibit in collaboration with a rail history organization such as the Bytown Railway Society, the Railway Museum of Eastern Ontario, or Exporail, each experienced in physical restoration and historical presentation. Corporate support might have been sought from Canadian National, the original owner of the train and station.

Disposing of the train also means the loss of a potential educational project. Ontario's high schools are placing greater emphasis on skills development and experience-based learning, primarily through the Ministry of Education's Specialist High-Skills Major programs, and the skills required for restoration — from metal fabrication to construction to electrical — could have provided a solid, long-term project for students.

The commission's disinterest in the train calls into question its commitment to other historical artifacts located at Upper Canada Village. The Aultsville station — beautiful in design and rare among remaining structures of that vintage and purpose — is infrequently opened and shows little evidence of maintenance. The War of 1812 monument to the Battle of Crysler's Farm — erected in 1895 and moved to its current hillside location as part of the St. Lawrence Seaway project — holds an exposed position that could require future work.

How will the SLPC attend to the remaining heritage assets in its possession? That question now hangs in the air.

Underlying this issue is the state of the SLPC's relationship with the community. The commission is a major — and lightly taxed — landowner along the river in South Stormont and South Dundas, and its complaint of expense regarding the train's rehabilitation resonates with wry irony in communities struggling with their own budget challenges in the face of artificially suppressed waterfront tax revenues. Every tourism dollar counts along the river, and the SLPC should acknowledge that decisions about its heritage holdings will influence the economic health of surrounding municipalities.

The commission maintains that community relationships and cultural education are key to its mandate. The destiny of that old roadside train suggests these concerns are disappearing down the track, almost beyond view.

Save the Train 2.0 Submits Proposal

Morrisburg Ontario - The deadline for proposals to take over the Grand Trunk train display at Chrysler Park was 4 Oct 2019 and at least two groups have made a pitch including local group "Save the Train 2.0".

The St. Lawrence Parks Commission (SLPC) began the disposal process of the century-old steam engine, baggage car, and passenger car after a consultants report said that restoring the display would cost over \$1.1 million.

Save the Train 2.0, spearheaded by co-chairs Jim Becksted and Gardner Sage submitted their bid on 2 Oct 2019 electronically, and in person to the SLPC offices at Upper Canada Village.

Included in the Save the Train 2.0 proposal are several letters of support including the Municipality of South Dundas and the Township of South Stormont.

One other group was to submit an expression of interest, the City of Brockville

The Recorder and Times reported that Brockville's Tunnel Committee was interested in the Grand Trunk steam engine if the local group (Save the Train 2.0) was unsuccessful in its bid.

When asked by The Leader how many proposals were received, SLPC communications officer Krista Doyle said in a statement that "at this time, the number of submissions received and what groups submitted is confidential."

She said that the SLPC was in the early stages of preparing the evaluation process and that information on the review process will be released "in the coming weeks."

Follow-up questions about time-lines, who is in charge of the disposal process, and who makes the final decision were not answered by deadline.

While the decision process and timelines are unknown, the Save the Train 2.0 co-chairs were grateful for the support they have received with that group's proposal.

"I can say that we are very proud of the case we have made for the preservation of this piece of history," Sage said on the group's Facebook page.

"We couldn't have done it without all of the support we have had from the community."

Becksted echoed Sage's comments.

"Thanks so much everybody. It is truly heartwarming for us to see and read all your support, far and near."

11/12/2019 *Morrisburg Leader*

Kingston (CN)

Morrisburg

SLPC delivers early Christmas present to Save the Train 2.0 group

MORRISBURG - The train is staying! St. Lawrence Parks Commission chair, the Honourable Bob Runciman, made the announcement this morning, December 11th. The commission will engage in discussions with the Save the Train 2.0 group, to keep and maintain the heritage railway equipment display in South Dundas.

That group, chaired by Gardner Sage and Jim Becksted, was the successful group out of 11 submissions of interest.

"The SLPC is glad that we can provide this opportunity for local residents to keep the train in its current location and maintain it going forward," said Runciman in a release to media December 11th. "The SLPC board is hopeful that the strong community interest and support shown to find a way to keep the train, will result in long-term stability for the rail cars on that site."

The Save the Train 2.0 group will refurbish the train through cosmetic restoration and implement a long-term maintenance plan to prevent further deterioration. The group will form a - Friends of the Grand Trunk 1080" group, that will be a registered charitable organization.

"I am pleased that the SLPC has made the commitment to keeping the train in the Municipality of South Dundas," said mayor Steven Byvelds. "I am confident that the Save the Train 2.0 Group will do an excellent job of rallying the community to bring the train back to its former glory to preserve local history and a landmark in the region."

Save the Train 2.0 group co-chair Gardner Sage told The Leader that the group is thrilled that the SLPC had accepted the proposal.

"We are looking forward to a positive, and productive, partnership with them moving forward," he said. "We would not have been able to achieve this without the support we have had from the community. It is incredibly encouraging to see people rally around the preservation of local history. We would like to thank everyone who has supported this project. Now the real work begins."

Sage said that the group will begin the process of organizing membership and fundraising and will be engaging the community for support and involvement.

"As things progress, we will make a point to share how the community can help, and how interested members of the community can get involved hands on," Sage said. "We are very much looking forward to getting started."

Installed in 1957 at Chrysler Park, as part of the St. Lawrence-Seaway project, was considered for disposition by the SLPC after a report determined restoration costs would exceed \$1 million. Other interested parties included the City of Brockville's Railway Tunnel Committee.

The commission said that no investment by the SLPC would be required under the successful plan.

Two trains full of military vehicles are expected to soon pull into Prescott, prompting the Canadian Army to issue a notice that the arrival of the equipment is part of the process in returning gear from a cancelled training exercise out West. With its notice, the army is trying to head off conspiracy theorists who have tried to link the ongoing transportation of military equipment to claims the federal government is about to call in the Canadian Forces because of novel coronavirus.

"There is no cause for alarm (as) these movements by rail and the ensuing ground convoys from railheads to final destinations is how we normally move our vehicles over long distances for major exercises such as Ex Maple Resolve which as you know we recently decided to cancel," said army spokesman Lt.-Col. Doug MacNair.

Maple Resolve was scheduled to take place from May 11 to 24 in Wainwright, Alta., but was cancelled because of the COVID-19 pandemic. The exercise normally involves about 5,000 personnel and 1,450 pieces of major equipment.

The equipment on the trains arriving in Prescott will be unloaded and transferred by road to Canadian Forces Base Petawawa.

Video of military vehicles being transported back by train from Maple Resolve made the rounds on social media on the weekend, prompting concerns from some that the Canadian Forces was mobilizing because of COVID-19.

Movement of U.S. army equipment by rail for exercises or transfer from factories to bases has also prompted concerns on social media that the American government is going to declare martial law.

MacNair said one of the trains with Maple Resolve equipment was to leave Wainwright on Wednesday for Prescott. The second will leave March 30. The trains are loaded with about 130 military trucks and armoured vehicles. Department of National Defence spokesman Dan Le Bouthillier said there has been instances of disinformation on social media involving the movement of military equipment in both Quebec and Ontario.

"The risks and impacts of misinformation during this critical period are real and need close and careful monitoring," he noted in a statement.

Le Bouthillier said the Canadian Forces and the DND are relying heavily on legitimate news organizations in reporting the facts.

The Canadian Forces could be eventually called upon by the federal government to provide support if the pandemic worsens.

"Should assistance from the Canadian Army be requested to support the COVID-19 outbreak, Canadians should rest assured that our help will be in the form that Canadians are used to when we assist authorities with natural disasters such as flood and fires, we will lend a helping hand," explained MacNair.

Like other organizations, the Canadian Forces has been taking measures to limit exposure of personnel to COVID-19.

Military training schools in Borden, Ont., and other locations are being closed.

The Canadian Forces also announced Tuesday that officer cadets at its universities in Kingston and Saint-Jean, Que., were being sent home. They will complete their studies online.

COVID-19 has also caused the cancellation or postponement of a number of naval exercises and operations. HMCS Glace Bay and HMCS Shawinigan, which were to take part in naval training off the coast of Africa, are now returning to Halifax. The ships are expected to arrive in mid-April.

HMCS Nanaimo and HMCS Whitehorse are cutting short their participation in U.S.-led counter-drug operations. The ships were originally set to return to Canada in mid-May but are now expected to arrive in early April.

15/05/2020 *Ottawa Citizen**Kingston (CN)**Cardinal*

An unidentified Prescott man was pronounced dead at the scene after being struck by a train on the CN Railway line in South Dundas Township. Stormont, Dundas and Glengarry OPP officers responded to the tracks near Marine Station Road east of Cardinal just before 11 a.m. Tuesday, police said in a release Thursday. No foul play is suspected in the death of the 54-year old man.

14/09/2020 *Brockville Recorder**Kingston (CN)**Brockville*

Flashing at Train Station

Brockville Ontario - Brockville police charged a 31-year-old man with mischief, indecent acts, and breach of probation on Friday in connection with a flashing incident at the city's train station.

At 15:45 city police responded to complaints about a man causing a disturbance at the VIA Rail station.

The man had allegedly exposed himself to the public and continued to yell and scream, according to a police news release.

He was arrested, charged, given a court date, and released.

11/02/2021 *info@cornwallfreenews.co* *Kingston (CN)**Cornwall*

VIA Rail Collision

Cornwall Ontario - Traffic is closed from Vincent Massey to Power Dam as of 16:41.

The single car collision involved the car and a VIA Rail train.

It was reported that because the train hit the vehicle towards the rear the driver survived the collision.

A helicopter was reported to be unavailable so the driver was transported to Hospital in Ottawa via ambulance.

MORRISBURG A local landmark built during the St. Lawrence Seaway construction is at risk of being torn down.

The Canadian National Railways station off County Road 31 was recently boarded up by the company, and an ATCO-style portable building was placed on site for employees to use. This prompted concern by historians and local railfans that the station might be demolished.

The station, which was constructed in 1956-57 during the St. Lawrence Seaway project is one of only two surviving stations from that era. The station replaced an 1855-built stone station that was located near the present day Giant Tiger on Country Road 2 in the village. The other surviving building from this era is in Cornwall which is still in use by VIA Rail, Canada's national passenger rail company.

Morrisburg and Cornwall are two of five stations constructed at the time by CNR. Iroquois, Long Sault, and Ingleside each had a station of the same design as Morrisburg's in the project.

"At this time, there are no plans to demolish the building or to sell it," said Canadian National spokesperson Daniel Salvatore.

CN discontinued regular passenger stops at the four Seaway stations in 1966. The Morrisburg station continued to be used for excursions by the railway for Expo 67 in Montréal.

There were also regular excursions run into the 1970's bringing school children to Upper Canada Village that used the station. CN employees used the building afterwards as an office and storage space for maintenance materials until 2020.

Chris Granger, a railway historian and former co-chair of Heritage Cornwall, told The Leader that the Morrisburg station design is one of the first to give the look of modernization to railways in the 1950s.

"There are a few of these station styles in existence, but not in their original form," Granger said.

An historically significant event that happened at the station on April 22, 1976 when a CN/VIA Turbotrain set a Canadian rail land speed record of 140.6 miles per hour. This record remains in place still to this date.

One risk of leaving the building as it is in its mothballed state is damage from vandals. This was the fate of a similarly designed station in Iroquois, which was demolished in the early 2000s after significant damage from vandalism.

"[Iroquois] was in absolute terrible shape," Granger said. "Every window was broken out of the frames. The seats were gone. Any electrical equipment that may have been left behind was stripped."

He said that the inside and outside of the building were covered in graffiti, and that trash, feces and large garbage like old mattresses littered the property.

"It was a horrible the mess that was there."

Granger said the Morrisburg station has no historic designation that would prevent it being torn down by the railroad. As the railroad is a federally regulated company, it does not need approvals from a local municipality like South Dundas to demolish structures on its land either. He added that the municipality can initiate a request for Federal Heritage Designation for the building through the Historic Sites and Monuments Board of Canada.

The Town of Prescott designated its 1855 stone railway station in this manner. That station remains on its original location next to the CN tracks, is owned by the town, and is used by the Grenville County Historical Society. Granger suggested this or another preservation option could take place.

"I have been asked if the building could be moved someplace like the Lost Villages Museum," he explained. "We have moved large stone buildings, brick and frame buildings, so yes [Morrisburg's station] could be moved there. It may even be a good example to show a building after the Seaway opened."

In Granger's opinion, if CN would allow it, the building could be a research or archive building similar to Prescott.

"I believe an attempt should be made to try to preserve the station," he said. "I also believe that in doing so, the building should be repurposed to ensure a viable life for it."

Officials with CN were asked if the company had any plans for the building, no response was given.

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04/06/2021 *Global News*

Kingston (CN)

Kingston

Kingston Ontario - Kingston police have charged a local man after he allegedly assaulted a VIA Rail employee during an altercation about wearing a mask.

According to police, Thursday around 14:00 a man entered the Kingston VIA station without a mask and bought a train ticket to Montreal.

Police say the employee behind the customer service desk repeatedly asked the man to wear a mask, which is currently mandatory during the COVID-19 pandemic, but the man refused.

When he was not allowed to board the train without a mask, the same employee confronted the man, who then allegedly punched the employee on the back of the neck.

When police arrived, they say the man was still on the platform waiting to board the train bound for Montreal.

The man was reportedly impaired by alcohol.

A 56-year-old man was arrested and charged with assault.

25/06/2021 *Global News*

Kingston (CN)

Brockville

Luggage Theft from VIA Rail Station Prompts Arrest Warrant

Brockville Ontario - Police say a man wanted for theft is on the loose in Brockville with someone's luggage.

On Wednesday, police say a man was caught on security cameras stealing luggage at the VIA Rail station on Perth Street.

The suspect, 42-year-old Kevin Dunn, was released 17 May 2021 following a bail hearing and faces 21 charges in relation to incidents between February 2020 and April 2021.

Brockville police did not provide a list of those charges, nor have they answered a request for the list.

Police have since issued a warrant for Dunn's arrest for failing to comply with a probation order and theft under \$5,000.

Police say Dunn is most likely still in Brockville, and ask anyone with information about the investigation to call them at 613-342-0127 ext. 0 or Crime Stoppers at 1-800-222-TIPS (8477).

03/09/2021 *Brockville Recorder*

Kingston (CN)

Prescott

Prescott Derailment Cleanup Continues

3 September 2021

Prescott Ontario - Crews remain at the scene of a train derailment in Prescott on Friday morning.

Many of the "approximately 16" cars that derailed in the Thursday morning collision involving two cargo trains had been cleared from the scene just west of the Edward Street overpass by 07:00, Friday, CN officials said.

One crew member was injured in the incident, OPP and CN reported on Thursday.

The Boundary Street crossing, which had been blocked into the night, reopened by early Friday morning.

The Recorder and Times is awaiting an update from CN on the cleanup and investigation.

Rail tracks just west of the overpass had also been removed by early Friday morning.

Two locomotives remained on their sides on the northern edge of the main line.

The collision and derailment did not cause a fire, and no hazardous materials were reportedly involved.

There was a minor fuel leak from a locomotive, according to CN.

"I want to thank our dedicated Prescott Volunteer Fire Department for such outstanding work on the scene, along with our always impressive partners with the Grenville OPP, all other first responders, and of course, CN," Prescott mayor Brett Todd stated in a town news release Thursday.

2021, September 2 - Two CNR freight trains collide at Prescott, derailling four locomotives and 16 cars, one minor injury. The collision on the main CN Rail line just west of Edward Street startled residents and workers with a loud bang shortly before 10:30 a.m., leaving two locomotives on their side near the town's water tower and containers strewn across the immediate area. In a statement, CN indicated four locomotives had derailed and approximately 16 cars had also derailed in various positions. It appeared that the damaged cars extended just east of the overpass. There was a minor fuel leak from one of the locomotives. Ontario Provincial Police said one person was hurt. "One individual only from incident with minor injuries," the OPP reported via Twitter. CN confirmed that one crew member was in stable condition; the other crew members were taken to hospital as a precaution. While there was no sign of a fire at the scene, police were keeping curious onlookers at a distance as officials tried to confirm whether any chemicals were involved. No fires or dangerous goods have been reported, according to the CN statement. A notice on the town's website confirmed there is no danger to the public. None of the overturned box cars were carrying hazardous substances and following a meeting of the Town of Prescott Emergency Management Group, there are currently no concerns for the safety and well-being of residents, the statement noted.

Prescott Towing owner Steve Rainey was at his business on Churchill Road West when the collision occurred. "I thought it was an earthquake," he said. "It shook the ground, for sure."

Other bystanders from different parts of town also reported hearing the crash. The Edward Street overpass was closed as of noon, but reopened to vehicles and pedestrians by 1 p.m. Rail cars on the north track were blocking the Boundary Street crossing, but the Sophia Street crossing was open to traffic. The Boundary crossing remained closed into the evening.

There were no longer rail cars blocking Boundary Street as of early Friday morning, and the barricade at Churchill Road had been removed. A crew was on the scene and appeared to be testing the crossing signals.

"I am very thankful that the train derailment in Prescott has not resulted in loss of life, and that we fortunately managed to avoid even more serious consequences earlier today," Mayor Brett Todd stated in a revised town release on Thursday afternoon. "While our thoughts and best wishes are with the injured CN employee, a walk through the scene of the collision made it clear that this could have been much worse. I am also grateful to have avoided significant damage to Prescott infrastructure like our Edward Street rail overpass and utility connections in the area, and that this incident did not involve hazardous materials."

CN indicated the cause of the collision is under investigation. As for the cleanup effort and when the main line might reopen to freight and passenger rail traffic, no details had been provided as of mid-afternoon. Heavy machinery had started arriving by late afternoon; the clean-up effort was in full swing early Friday morning. Although the overpass is open, the public is being asked not to congregate there. Dozens of people were standing on the overpass at about 6 p.m. There were barricades at the top of the overpass to keep northbound and southbound vehicles away from pedestrians on both sides of the structure.

"The company apologizes to local residents for the inconvenience caused by this incident," the statement read. "CN thanks the first responders at the scene."

Thursday's incident was the worst local derailment in 16 years. It was a hot Monday afternoon in early July 2005 when an eastbound freight train with about 50 empty tanker cars derailed just east of the Edward Street overpass. No injuries were reported. About 2,000 feet of main track was destroyed. An investigation concluded that a portion of track had buckled in the heat.

Rail Tracks Back in Service After Prescott Freight Train Derailment  
4 September 2021

Prescott Ontario - Most of the cars that had derailed in the Thursday morning collision involving two freight trains just west of the Edward Street overpass had been cleared from the scene as of late Friday afternoon. One crew member was injured in the incident, OPP and CN reported on Thursday. The process of clearing what CN had indicated were about 16 derailed cars continued through the night and Friday. Rail tracks just west of the overpass had been removed by early Friday morning. A section of damaged track just east of the overpass was being replaced late Friday afternoon. Two locomotives remained on their sides near the siding on the northern edge of the main line on Saturday afternoon. In an update issued late Friday afternoon, CN indicated that the south track was scheduled to return to operation by 20:00, Friday. Partial service was indeed restored on Friday night as trains at reduced speeds began to make their way through Prescott again. By mid-afternoon on Saturday, the north track had been replaced and was in use. "Both tracks have now been safely reopened and train circulation has resumed," CN stated in a release on Saturday. "Crews will continue to work with local first responders to safely clear the remaining derailed locomotives and cars." The collision and derailment did not cause a fire, and no hazardous materials were reportedly involved. There was a minor fuel leak from a locomotive, according to CN. "I want to thank our dedicated Prescott volunteer Fire Department for such outstanding work on the scene, along with our always impressive partners with the Grenville OPP, all other first responders, and of course, CN," Prescott Mayor Brett Todd stated in a town news release Thursday. Todd also said the outcome could have been much worse, noting that infrastructure such as the overpass was spared serious damage. The investigation into the cause of the collision and derailment is ongoing, CN Rail indicated. "CN would like to apologize for the inconvenience resulting from this incident." The company has not confirmed in its statements how many rail cars in total were on the tracks at the time of the collision and derailment and how many crew members were involved. All were taken to hospital as a precaution, CN reported on Thursday. Although the overpass was open to vehicles and pedestrians, the town had asked the public to avoid congregating on the structure and near the derailment scene. There were dozens of people standing on the overpass and watching the activity below late Friday afternoon. There were about 20 people there late Saturday afternoon. The Boundary Street crossing, which had been blocked by rail cars on the north track following the collision and derailment, reopened to traffic late Thursday night.



Front of Yonge Township says fix crossing, then they'll endorse CN Rail Safety Week

MALLORYTOWN, ONT. -- This week is CN Rail Safety Week across North America, a campaign that promotes safety awareness around rail lines.

However, one eastern Ontario Township is refusing to jump on the campaign, saying one of their crossings is unsafe.

Train whistles are a common sound for residents living in Front of Yonge Township and the Village of Mallorytown, throughout the day and through the night.

It's an issue KOA Campground owner and township councillor Richard Marcoux says they are trying to fix.

"It's a constant feedback from our clients from the noise, they can't sleep, it's very disruptive," Marcoux said. "They think they're coming camping in a rural area and it's worse than being in the city."

To propose ceasing whistles between 10 p.m. and 6 a.m., a Train Whistle Cessation Study was implemented by the United Counties of Leeds and Grenville in 2017.

It revealed that three of the four crossings in the township would need minor safety improvements. It also noted the most dangerous crossing, right in the village, needs major upgrades, according to township Mayor Roger Haley.

"There's line of sights, road safety, the crossing is too high, it's just a mess," Haley said. "Since that time, almost five years now, we've been working on the safety of this crossing."

A national Transportation Safety Board report from April 2019 also noted that, "Whistle cessation may be implemented once recommended actions for safety improvements at the crossing have been completed."

A train derailment at the crossing on County Road 4 occurred in 2008, involving a semi truck and a VIA Rail passenger train.

Ten people were injured when a truck with a low-boy trailer got hung up on the tracks and was hit by an eastbound train.

Haley said after that incident, only one minor safety change was made to the crossing.

"All they did after the derailment was put a sign up on either side of the tracks saying low-lying trucks shouldn't use this crossing," Haley said.

"A few weeks ago, (CN) sent out a request for municipalities to endorse Sept. 20 to the 26 for Rail Safety Week," he added. "My council, we were quite surprised given the situation here, and why would we do that? Why would we endorse a company that doesn't abide by its own safety regulations? It's sort of hypocritical."

Haley said he's even reached out to federal transportation ministers for help on the issue, but nothing has come of it.

"The past two ministers, the current minister and the former minister, I contacted both of them with the transport safety board's recommendations and they haven't responded," he said. "And they haven't responded to our MP Michael Barrett either."

Both men say they were in discussions with CN after the engineering study was released, but talks have now slowed.

"In this case CN is ignoring us," Marcoux said. "They are just not participating at all, they are not living up to their end of the bargain and this rail safety week is like an insult to us."

"So far they've called us maybe once a year saying, 'Oh yeah, we're on top of it,' but they haven't done anything about it," added Haley.

"Nobody would build a road like a ski ramp that we have here, and that's what that truck got hung up on," said Marcoux.

Marcoux said rail-crossing upgrades, when underway, would be a joint effort between the rail authority and road authority.

"From what I understand, those two authorities come to an agreement, split the cost and there are even government grants we've been told about that help with these type of things," he said. "But, until CN will come to the table and talk with the road authority, we can't even get started."

"This is very frustrating," he said.

"Once it's all safe, we can have the whistles turned off, but the first thing is we've got to get this (crossing) safe," said Marcoux.

"It's just very disappointing that CN asks for an endorsement for a safety week but they don't show that they have many serious thoughts about doing that," added Haley.

CTV News Ottawa reached out to CN Rail for comment regarding the Mallorytown crossing, but hasn't heard back at the time of publishing.

05/12/2021 BrockBrockville Newswatc Kingston (CN)

Brockville

Pedestrian killed at Brockville railway crossing

by Bill Kingston

BROCKVILLE - A pedestrian has died after being struck by a freight train at a Brockville crossing early this morning (Sunday).

City police say it happened near the Perth Street crossing around 1:15 a.m. along the westbound Canadian National Railway tracks.

The victim is described as a youth but no other details are being released by police as an investigation is ongoing.

CNR police, OPP Forensic Identification and detectives with the Brockville Police Service are conducting the investigation.

The intersection of Perth Street and Delhi Street was closed for the investigation but opened around daybreak this morning.

05/12/2021 CTV News

Kingston (CN)

Brockville

Youth Dies After Being Hit by Train

5 December 2021

Brockville Ontario - Brockville police say a youth has died after being hit by a train early Sunday morning.

Police said they were called to the CN tracks at Perth Street at around 01:15 after a freight train struck a pedestrian.

The identity of the victim has not been released.

"On behalf of the Brockville Police Service and everyone involved in this incident, I would like to share my deepest sympathies to the family and friends of the person lost," Staff Sergeant Darryl Boyd said in a press release.

The investigation is ongoing with the Brockville Police Service, CN Police, and the OPP.

Rail upgrades come at a noisy price

People living near Brockville's train station are not thrilled about a summer of noisy nights, but city councillors are welcoming coming upgrades to the Perth Street facility.

Council's planning and operations committee is recommending the full council grant Via Rail a nearly three-month exemption from the city's noise bylaw, to allow construction activities around the station and tracks to happen between 7 p.m. and 5 a.m., from May 15 to August 8.

Via plans to replace its platform, and improve the parking area and service connections to Perth Street.

The city's noise bylaw prohibits construction noise is from 7 p.m. to 7 a.m., extending it until 9 a.m. on weekends and statutory holidays, although Via does not intend to do the work on weekends.

The bylaw also limits construction noise and equipment to a maximum of 85 decibels A (dBA) when measured at the point of reception.

The Via project manager, Juan Carlos Soneira, this week told the committee's virtual meeting the company considers the Brockville station platform one of the most important ones on its Windsor-Quebec City corridor.

"This initiative is part of the forthcoming mobilization put in service of our new trains that are arriving in Canada in 2022," he added.

Among the 49 stations of the corridor, Soneira added, Brockville's is considered 18th, getting around 31,000 passengers boarding here a year.

Via wants to ensure its platform is up to date with health and safety and accessibility standards, he added.

The company has hired Ottawa-based firm R.W. Tomlinson to do the work.

Doing the work at night makes it safer for community members as there is less traffic in the area, and also allows workers to get more done, faster, because fewer trains use the tracks in the overnight hours, said Soneira.

He added Via will have noise mitigation measures in place.

City officials gave written notice of the coming work to property owners within 120 metres of the site, making it clear that "it was the intention for the Chief Planning Officer to approve the request."

City hall got written responses from five neighbours who objected to the work. Planning officials included the responses, anonymously, in a report to the committee.

One opponent said 120 metres is too small a radius for notification.

"Noise travels and this construction work is going to disrupt many more people during the overnight than you think," the respondent wrote, adding Via "can figure something more equitable regarding the noise."

"Many residents within the 120 meters of the subject lands work during the day, Monday through Friday," another respondent wrote.

"Residents should be able to come home, rest and recoup for the following day of work. This exemption to the noise bylaw will take away that ability, for almost three months. Sleep deprivation is a real concern and should not be discounted, especially when it is over an extended period of time."

"While I understand that construction may impact the trains if conducted during the day, I don't understand why my household's quality of life should suffer over big corps making money," another opponent wrote.

"This will be during the summer months when many residents, including myself, have their windows open at night and will therefore be greatly affected by the construction noise while trying to sleep," wrote another.

Council members hoped residents would be reassured by the mitigation measures and the fact the work won't be happening on weekends, and welcomed Via's decision to invest in the Brockville facility.

"We as Brockvillians truly value the ability to be able to get on a train and go to Toronto, Montreal or wherever," said Mayor Mike Kalivas, recalling a time when discussions suggested Brockville could be "left out of the loop" with rail travel.

"We're very pleased, to see that Via Rail has Brockville now as part of the plan," said the mayor.

"It's an economic driver for us, as far as our ability to deal with industry, as well as for the commuters and the citizens that use the train service.

Soneira said that, after the major hubs of Ottawa, Dorval and Montreal, Brockville is the fourth station to get a platform upgrade.

Evan Modler, a project manager at Tomlinson, said the main noise mitigation measures will be ensuring deliveries of construction materials do not happen in the overnight hours, and making work is as productive as possible so there is less noise during down times.

The full council is expected to vote on the recommendation to waive the noise bylaw at its meeting on Tuesday.

02/02/2023 *CBC News* *Kingston (CN)* *Gananoque*

Man Killed in Vehicle-Train Collision

Gananoque Ontario - The OPP said officers were on scene Wednesday afternoon to investigate the fatal collision on the train tracks at Pykeview Drive in the Township of Leeds and the Thousand Islands, about a five-minute drive north of Gananoque.

OPP Sgt. Erin Cranton said the driver was a 75-year-old man.

Cranton told CBC the collision happened shortly after 16:00, Wednesday, and that both CN Police and CN have been engaged.

VIA Rail confirmed in an email to CBC News that train 67 en route to Toronto had collided with the vehicle.

As of 23:00, Wednesday, train 67 was back on the move after a delay of more than six hours, according to VIA.

A total of 926 passengers across nine trains were impacted by the delays, VIA said.

VIA told CBC that train 67 passengers would receive a travel credit.

The Transportation Safety Board said in an email to CBC News that it is monitoring the situation but is not currently investigating.

Police urged people to avoid the area.

02/02/2023 *CityNews* *Kingston (CN)* *Gananoque*

Man dies in crash involving train in Leeds and Thousand Islands Township

A car was struck by a passenger train on the tracks near Pykeview Drive, killing the 75-year-old driver of the vehicle.

The 75-year-old driver, and lone occupant of the vehicle, was pronounced dead at the scene.

One man is dead after a collision involving a car and a passenger train in Leeds and the Thousand Islands Township.

The Leeds County Detachment of the Ontario Provincial Police (OPP) was called to the train tracks near Pykeview Drive just before 4 p.m. on Wednesday, Feb. 1.

A car had been struck by a train on the tracks, which shut down all train traffic until 10 p.m.

The 75-year-old driver, and lone occupant of the vehicle, was pronounced dead at the scene.

Out of respect for the privacy of the victim's family, the name of the man, who is a local resident to the area, is not being released. A post-mortem is scheduled for Thursday, Feb. 2.

CN Police and CN Rail have responded and the cause of the collision is under investigation.

03/02/2023 *Ottawa Citizen* *Kingston (CN)* *Gananoque*

Motorist, 75, killed after car hit by train

A 75-year-old man died Wednesday afternoon after his car was hit by a passenger train on the tracks at Pikeview Drive in Leeds and the Thousand Islands Township, Ontario Provincial Police said. Leeds County OPP officers responded to reports of the crash just before 4:00 p.m. Wednesday, police said in a media release Thursday. The driver, a local resident who was alone in the vehicle, was pronounced dead at the scene. A post-mortem examination is scheduled for Thursday. The man's name was not released. The cause of the collision is under investigation with CN rail and CN Police engaged, the OPP said. Train traffic was stopped until just after 10:00 p.m.. Wednesday.

Freezing rain caused numerous Via Rail cancellations between Toronto and Montreal

A Via Rail train has been stopped between Ottawa and Kingston because of a fallen tree on the tracks.

According to ViaRail.ca, train 645 from Ottawa to Toronto remains stopped near Lyn, Ont. It departed Ottawa at 2:32 p.m. and was scheduled to arrive in Toronto at 7:03 p.m.; however, it is now significantly delayed.

Witnesses at the scene say the train stuck a piece of a tree that had fallen across the tracks, likely weighed down by ice during Wednesday's significant freezing rainstorm.

CTV News Ottawa has reached out to Via Rail for more information.

In the meantime, the rail service says several trains are cancelled on the Toronto-Montreal corridor because of the weather.

"Power outages and track obstructions are causing service delays and cancellations in the Montréal -Toronto Corridor. Cancelled trains are: 48, 54, 59, 68, 69, 668, 669. We apologize for the inconvenience and passengers impacted by these cancellations will receive a full refund and 50% travel credit," Via Rail says.

05/04/2023 CityNews

Kingston (CN)

Montreal-Toronto VIA Passengers Stranded for Hours Due to Fallen Debris

Ontario - Several VIA Rail trains between Toronto and Montreal were cancelled as passengers were stranded for hours due to power outages and track obstructions, including fallen trees.

Passengers tell CityNews that they have been idle since Wednesday afternoon and were reportedly told they won't arrive in Toronto until midnight.

On passenger aboard a VIA train from Ottawa en route to Toronto says their train hit a tree in the afternoon between 13:00 and 14:00.

"Passengers were told that a train was coming from Montreal to take them to Toronto. At 18:30 passengers were told this was false, and there was no train from Montreal," said Melissa Brooks.

Tony Brooks says he left Ottawa for Toronto at 14:30 on Wednesday, but his train stopped shortly after because of the weather.

A replacement train showed up six hours later.

"What upset me, it's unbelievable that there is no contingency plan. We were out in the woods, they wouldn't let anyone off the train. My wife, who was in Toronto, said she would come and get us, but there was no way to get off. There was no street to access," Tony Brooks said.

A VIA official tells CityNews that strong winds and heavy rain mixed with thunderstorms across southern Ontario greatly affected travel, noting they are offering full refunds to passengers impacted, plus 50 percent travel credits.

"Power outages and track obstructions are causing service delays and cancellations in the Montreal-Toronto corridor," VIA tweeted.

On its website, VIA listed the cancelled trains as 39, 48, 54, 59, 68, 69, 668, and 669.

No passengers were injured.

05/05/2023 CBC News

Kingston (CN)

Kemptville

Updated May 6

Kingston train derailment caused 'limited' acid leak, CN says

CN says no risk to drinking water, public safety after small spill

One of the cars on a freight train that derailed in Kingston, Ont., Friday morning experienced a "limited leak" of industrial acid, CN now says.

The rail car was transporting adipic acid, a "solid industrial product commonly used in food and to make everyday household items such as nylon," CN said in a statement Saturday.

The spill, which was no more than five litres, has now been controlled and poses no threat to public safety or drinking water, CN said.

The rail company initially said no leaks had been detected.

The train was carrying what CN described as "dangerous goods" when it derailed over the Little Cataraqui Creek, which is part of a marshland conservation area, at around 10:35 a.m. Friday.

CN said Saturday that its crews and local first responders remain on site, and four of the derailed cars are now back on the tracks.

Two of the cars ended up in the water after the derailment, Kingston Police said yesterday. There were three crew members on the train, but no injuries have been reported.

The derailment also caused a small rail bridge over the creek to collapse.

Bath Road has been closed between Queen Mary and Armstrong roads since the derailment and is expected to remain closed until Monday.

05/05/2023 CTV News

Kingston (CN)

Kingston

Updated 6 May 2023 4.10 p.m.

CN Rail says there was a "limited leak" of adipic acid into the Little Cataraqui Creek from a derailed train car in Kingston, Ont.

However, officials insist there is no danger to the public or the drinking water following Friday's derailment.

The cleanup continues after six cars on a 12-car CN Rail train derailed and a small rail bridge collapsed on the Cataraqui Industrial Spur near Bath Road.

Officials initially said that there was no evidence any of the "dangerous goods" being transported by the train had spilled into the Little Cataraqui Creek.

However, on Saturday, CN Rail said there was a "limited leak," which has now been contained.

"One of the rail cars transporting adipic acid experienced a limited leak which has since been controlled. Adipic acid is a solid industrial product commonly used in food and to make everyday household items such as nylon," CN Rail said in a statement to CTV News Ottawa.

"There is no danger to public safety or drinking water."

As of Saturday afternoon, CN Rail said four of the six derailed cars have been re-railed and "are in the process of being safely removed from the site."

Transport Canada says the department is "monitoring the situation closely" in Kingston, and inspectors have been sent to the site.

Bath Road remains closed between Queen Mary Road and Armstrong Road while the cleanup continues.

Kingston transit is warning riders to expect delays due to the road closure. A free shuttle operated by Kingston Transit is available for pedestrians and cyclists who need to cross Bath Road at the derailment site.

Emergency services responding to train derailment in Kingston

Published May 05, 2023 - Last updated 1 day ago

A CN train that derailed Friday morning near Bath Road was carrying two chemicals to the Invista Canada Co. textile plant, but officials have not yet confirmed whether a spill occurred.

"The train was carrying dangerous goods; there are no reported leaks at this time," Julien Bedard, media relations adviser with CN rail, told the *Whig-Standard* Friday.

The two chemicals were adipic acid and hexamethylenediamine. Both are used by Invista Canada Co. to produce nylon.

"Both are not good for the water environment," Brad Joyce, commissioner of transportation and public works for the City of Kingston, said at the scene.

The Environment Ministry and Transport Canada have sent inspectors to the site.

The incident happened approximately 75 metres north of Bath Road at 10:35 a.m. as the train was travelling southeast on the Cataraqui Spur into the plant.

At the scene, it was clear the bridge over Little Cataraqui Creek had collapsed under the weight of the train near the east bank of the river. Kingston Police Const. Anthony Colangeli said five of the train's 12 cars had derailed.

Joyce said that two cars had entered the river.

"The train was carrying two chemicals that are used in processes at Invista," Joyce said. "The chemicals we've identified, we don't want them going into the water.

"At this point in time, it does not appear (there are) any major leaks, or even minor leaks, that we can tell. There may be some creosote, just from the rail ties that have broken."

Joyce said Kingston Fire and Rescue crews have set up a boom as a precaution and may set up additional booms if they find it necessary. He explained they did not find any evidence of a spill while using the Kingston Police drone to examine the scene.

"The water is not moving as aggressively as I thought it might be at this time of the season, and with the boom set up, we're fairly confident that (a leak) can be contained if anything does occur," Joyce said. "It's not good for the water, clearly, and we're hoping it stays contained as (CN) remediates it."

Invista Canada Co. representative Paul Brown said the textile company is aware of the derailment.

"The derailment is on the CN Spur line and the train was inbound to our site," Brown said. "Invista stands ready to support CN and local authorities as they continue to assess their next steps to safely clear the tracks."

There were three crew members aboard the train, none of whom initially reported injuries, Colangeli, said.

Gary Wheeler, spokesperson for the Environment Ministry, explained the ministry's role is "to assess any environmental impacts and ensure the responsible parties eliminate any adverse effects, clean up the spill, and restore the natural environment."

He said CN is the responsible party in this case and they've already retained a cleanup contractor and environmental consultant. They were expected to arrive Friday afternoon. The ministry's environmental officer will continue to assess environmental conditions and will follow up to ensure appropriate steps are being taken to contain any spilled material and to mitigate any environmental impacts.

Wheeler said there is no known threat to human health from the derailment. The ministry doesn't expect any impacts to drinking water, but it has notified the municipality's water plants as a precaution.

Krista Fazackerley, supervisor of communications and education for Cataraqui Conservation, explained that Little Cataraqui Creek, with its headwaters being near Glenburnie, generally flows southwest and empties into Lake Ontario at Cataraqui Bay.

While the river has some groundwater contributions, there are not many.

"Primarily, the creek receives its water from precipitation that flows from higher to lower areas and therefore collects in smaller tributary streams that lead into the main branches of the creek," Fazackerley said.

Police said on Twitter at about 10:50 a.m. that Bath Road has been closed to traffic between Queen Mary Road and Armstrong Road. Colangeli anticipated Bath Road would be closed for the rest of the day, depending on how much cleanup would be required.

"Please find an alternate route on your morning and afternoon commute," police said.

Police said in a news release that they are asking the public to avoid the area of the tracks between Armstrong Road and Queen Mary Road as a precaution and so emergency crews can do their work.

At about 11 a.m., Kingston Transit announced that all of its Route 11 and Express 700 buses would not be able to provide service between Portsmouth Avenue and Centennial Drive.

07/05/2023 *CTV News**Kingston (CN)**Kingston*

Small Spill Contained as Last Rail Car Removed from Derailment Site

7 May 2023

Kingston Ontario - The last rail car involved in a derailment in Kingston has been removed from the tracks, but a small amount of adipic acid was spilled in the process, CN says.

Six cars of a 12 car train derailed Friday when a small rail bridge collapsed on the Cataraqui Industrial Spur near Bath Road.

CN said the last car was removed at around 10:00, Sunday, but a small amount of adipic acid was released into a prepared containment area.

"The contained product is currently being extracted," a CN spokesperson said in an email just after 13:00. Environment Canada and CN contractors have been monitoring water throughout the recovery process and there is no danger to public safety or to drinking water."

Adipic acid is a solid industrial product commonly used to make nylon, but it can also be used as a food additive.

There was a limited leak of the acid Saturday, CN said, which was also contained.

The city of Kingston said Sunday that the eastbound lanes of Bath Road between Armstrong and Queen Mary roads would reopen for the Monday morning commute from 06:30 to 08:30.

"Full closure of Bath Road will resume at 08:30 and remain in place during the afternoon commute. Detours and the Kingston Transit shuttle will also resume at 08:30," the city said Sunday.

CN estimates that work at the site will be completed by Tuesday.

Transport Canada to inspect Kingston rail spur following 3rd derailment in 3 years

Transport Canada says it will inspect the track, bridges and crossings along the entire Cataraqui Industrial Spur, a section of rail in Kingston, Ont., that's seen three derailments in the past three years.

The commitment comes after six cars CN said were carrying "dangerous goods" left the track on May 5, which caused a small leak of industrial acid and shut down a major road for roughly four days for around-the-clock cleanup.

Residents and officials say the frequency of incidents on the same short stretch has left them concerned about safety and searching for answers. The derailment happened in the "heart of the city," according to Mayor Bryan Paterson, who couldn't believe the scale of the mess it left behind. He said CN has committed to working with the city and local officials have asked the company to share the results of its investigations into previous incidents at the site.

"I think that there should be a full broad investigation to understand, is there anything that's leading to these derailments?" Paterson said.

Data collected by the Transportation Safety Board of Canada shows there have been four other derailments on the spur in the past 19 years - one each in 2004 and 2007, and two in 2020.

In a statement, CN said it values safety and will apply lessons learned from the most recent incident to improve its operations.

"The cause of the derailment is still under investigation, but it remains important to remember that each incident is different so we would caution against linking previous incidents," spokesperson Julien Bédard wrote in an email.

CN won't share inspection reports

While railway companies, including CN, are responsible for maintenance and safety along their infrastructure, Transport Canada monitors those efforts through audits and its own inspections to make sure rules are followed.

It directed questions about the maintenance and inspection history of the bridge to CN.

But in an email to CBC the company said it does not publicly share inspection reports, citing "safety and security reasons."

CN did say the rail bridge over Little Cataraqui Creek, the site of the derailment, is inspected annually and the last inspection happened in October 2022.

The company did not respond to questions about the age of the bridge or when it last underwent a major repair.

Eric Gagnon, a Kingston-based rail enthusiast who has written about the spur on his blog, Trackage Treasure, said it's built up a "very bad reputation."

He said the five-kilometre section is a low-speed service for an industrial plant, rather than rail that sees frequent passenger traffic, which could be a factor in the derailments.

"That says to me, we only have to maintain it to that standard," he said.

"It's a business, and you're not going to invest any more money than you have to, but I think there is a real safety component in that equation at some point."

'There is a problem here'

Gagnon said officials need to recognize "there is a problem here" given the fact chemicals and acids are being carted through a marshland.

CN said "significant upgrades" have been made to the track bed near the derailment site and it "diligently inspects all of its infrastructure and makes repairs when necessary," with safety in mind.

Constable describes Kingston train derailment that collapsed small bridge

Kingston Police constable Anthony Colangeli said five cars derailed, some of which fell into the water.

Transport Canada's last inspection at the site happened in 2020 and focused on the flashing lights and bells at the crossing, but its examination following last week's derailment will be more fulsome.

It will include "inspections on the crossings, warning systems, track and bridge structures on the entire CN Industrial Spur," wrote spokesperson Hicham Ayoun in an email.

"Appropriate action" will be taken if any deficiencies are identified, he added.

16/05/2023

Kingstonist

Kingston (CN)

Kingston

CN and Environment and Climate Change Canada Provide Brief Updates Regarding Kingston Derailment

Kingston Ontario - After authorities and experts weighed in on the environmental implications of the train derailment just north of Bath Road, government agencies and CN have provided a few brief updates.

The derailment, which occurred on Friday, 5 May 2023, remains under investigation, though the derailed cars have been removed from the site. Those train cars that fell off the bridge as it collapsed beneath the train were lifted out of the marshland, and now sit at the Invista Centre, the destination of the train in the first place, as the train was pushing cars towards the nylon manufacturing site on the spur line dedicated to serving Invista on Front Road

As previously reported, in order to complete the removal of the train cars, tons of gravel was poured into and onto the marshland surrounding the now-broken rail bridge.

CN has now provided further information on that infilling process and plan.

"CN used about 5,000 tons of locally sourced shot rock for the access road and building up the area where the bridge collapsed, and roughly 250 tons of locally sourced ballast to help reconstruct the roadbed," Julien Bedard, a media relations spokesperson with CN, said in response to Kingstonist inquiries.

Bedard also answered one of the questions many posed upon hearing of, or seeing, the infilling in the area following the derailment.

"As part of remediation of the site, some of this material will be removed to restore the site as close as it was before the incident," Bedard relayed. Last week, the Ministry of the Environment (MOE) pointed to Environment and Climate Change Canada (ECCC), its federal counterpart, as the authority dealing with the environmental implications associated with the derailment and subsequent remedial work.

After reaching out to ECCC on Thursday, 11 May 2023, Kingstonist received response from the federal agency on Monday, 15 May 2023.

According to ECCC, their ministry has been charged with investigating the situation.

"The Environment and Climate Change Canada (ECCC) Enforcement Branch has been advised of the train derailment that happened on 5 May 2023 in Kingston, and has opened a file on the matter," said Cecilia Parsons, media relations spokesperson for ECCC.

"Enforcement officers attended the site from 5 to 7 May 2023 and took samples. ECCC is unable to provide further information at this time."

Kingstonist continues to follow up with CN, the MOE, and ECCC, and will provide further coverage as more information becomes available.

VIA Rail rerouting trains around Cornwall, Ont. after truck falls over the tracks

VIA Rail is rerouting trains around Cornwall, Ont. on Wednesday after a semi-truck fell left Hwy. 401 and landed on the CN Rail tracks just outside of the city.

Ontario Provincial Police say one lane on Hwy. 401 westbound is closed between Boundary Road and County Road 27 near Cornwall following a collision.

A video on Twitter shows a transport truck partially off the road at the CN Rail line.

Police say a man driving an unloaded tractor-trailer eastbound on Hwy. 401 struck the guard rail, enter the centre median and drove over the bridge/underpass. The truck landed on the CN Rail tracks.

The driver was treated for minor injuries.

The collision has forced VIA Rail to reroute trains around Cornwall because the tracks are impassable.

"A semitruck fell over CN tracks just east of Cornwall and the tracks are currently impassable. No trains were involved in the incident," VIA Rail said in a statement. "We are directly informing impacted passengers and will provide more updates as the situation evolves."

VIA Rail says trains 60, 61, 62 and 63 will not be stopping at Cornwall station and will be rerouted through Ottawa. Trains on the Toronto-Montreal line are expected to see at least a one-hour delay.

VIA Rail Train Stops Outside Kingston Due to Flames in the Exhaust Stack

25 June 2023

Mallorytown Ontario - A VIA Rail train travelling from Ottawa to Toronto was delayed for several hours Sunday evening after a mechanical issue with the engine near Kingston.

VIA Rail says train 645 was forced to stop in Mallorytown at 16:15 "due to mechanical issues caused by flames in the exhaust stack."

"The flames went out as soon as the engine was stopped."

There were 163 passengers on board the train travelling from Ottawa to Toronto.

There were no reports of injuries.

VIA Rail says train 55 will tow train 645 to Toronto.

Emails to CTV News Ottawa indicated trains 55 and 645 were still sitting outside Mallorytown at 19:45.

The VIA Rail moving maps showed the two trains were moving just after 20:30 with an arrival time in Toronto after 23:00.

Via Rail train on its way to Toronto from Ottawa forced to stop

A Via Rail train headed to Toronto from Ottawa on Sunday was forced to stop in the Kingston area because of mechanical issues caused by flames in the exhaust stack. VIA 645 came to a halt in Mallorytown at 4:15 p.m. with 163 passengers on board. Via Rail said in an emailed reply to this newspaper. It said the flames went out as soon as the engine was stopped, but the local fire department was called and train 55 was sent to the location to couple with 645. In the email at 9:16 p.m., Via Rail said the train was "on the move" again operating approximately four hours late."

CN inspection found 'significant drop' in bridge condition months before Kingston derailment.

Company says it was 'appropriate' to schedule repairs at the crossing for late 2023

Months before a derailment and bridge collapse caused an acid spill in Kingston, Ont., an inspection by CN rail found components of the crossing had seen a "significant drop" in condition.

The bridge was scheduled for repair in November 2023, but despite the severity of the condition, the company didn't provide instructions to fix the problem, monitor the span or re-evaluate its safe load capacity in the meantime.

Those findings are among 40 issues and concerns raised by Transport Canada rail safety inspectors along the five-kilometre section of track called the Catarauqui Industrial Spur.

Ian Naish, a former director of rail investigations with the Transportation Safety Board of Canada, said what they reveal is concerning.

"You knew about this problem. You knew things were getting worse. Why didn't you do anything in the interim?" he said, summarizing his read of the report examining the bridge.

Around mid-morning on May 5, six cars left the rails. Two tumbled into Little Catarauqui Creek below.

An estimated five to 10 litres of adipic acid, which is used in the food industry and to make products like nylon, was leaked. No injuries were reported.

Part of Bath Road, a major commuter artery through the city, was shut down for four days during the cleanup.

It marked the third derailment on the spur in just over three years.

CBC obtained 22 pages detailing Transport Canada's inspection reports following the latest incident through access-to-information legislation.

They identified 32 issues with the signals and road crossings and four concerns each with the track and bridge.

"It's just a little spur, right? You wouldn't expect a litany of problems like that," said Naish, who now works as a rail safety consultant and reviewed the reports.

"It just shows to me as shabby maintenance."

Company says it has made repairs

Transport Canada's inspection of the bridge is of particular interest as that's where the derailment occurred.

It found CN's inspections of the span weren't carried out at the required frequencies and pointed specifically to a 2020 underwater report that indicated algae at the site, but didn't provide any further evaluation of the bridge substructure or river bed.

"The report does not meet the expectation" of CN's own bridge safety management plan (BSMP), it reads.

An issue was also noted with the 2023 underwater probe, which didn't provide riverbed condition or sampling of the timbers.

A 2022 CN inspection rated some bents "the piles and base that support a bridge over water" near Bath Road as being in poor condition, according to Transport Canada.

That resulted in the company carrying out followup inspections in November 2022 and March 2023, but any instructions to monitor the bridge or initiate a temporary order for engineers to slow down while crossing it were not documented or made available to the federal inspector, it reads.

Although the rail company had plans to repair the bridge, the issues identified in its own inspections were not "corrected, protected, monitored or re-evaluated," Transport Canada found, adding CN was also not observing its BSMP around record keeping.

Another 2020 report was provided by an external contractor who also found their work impeded by algae.

Transport Canada said that inspection failed to provide an update on the condition of the bridge's substructure, but no further action to evaluate the structural integrity of the crossing was recommended by either the contractor or CN.

Naish said the findings show proper records weren't being kept about the spur and risk wasn't being managed well.

"The lower the ranking, the faster you have to fix things," he said. "They didn't actually take any interim action to ... remedy that situation."

Inspections show 'shabby maintenance' along troubled Kingston rail spur, safety consultant says:

CN declined a request for an interview.

In response to a detailed list of questions, the company provided a brief statement, saying it carries out regular inspections and acts promptly when issues are identified, including along the Catarauqui Spur.

Following the derailment, CN said it's completed a "thorough exploration" of the track structure using its automated technology, replaced railway ties, added crushed rock to the rail bed and made other repairs.

Asked by CBC why the company did not act on the findings of its own inspections that said the bridge conditions were poor, CN said it was deemed "appropriate" to schedule the repairs for late 2023.

Cause of derailment still a question

Four months after the derailment, it's still not clear whether the bridge collapse caused the cars to crash, or if it was the derailment that caused the bridge to break.

The Transportation Safety Board (TSB), which is the federal investigator for rail accidents in Canada, rated the incident a Class 5, meaning data was collected but investigators weren't sent to the scene.

CN said its investigation into what happened is ongoing.

A company rail bridge safety document from 2016 includes the claim that "no train derailments have been caused by the structural failure of a CN bridge in modern times."

Naish, the rail consultant, said the simplest explanation, looking at Transport Canada's findings, is that the support structure of the bridge failed.

Two derailments that happened within weeks of each other on the spur in March 2020 weren't at the bridge, but all three occurred on the same short section of track while the locomotives were "shoving" or pushing cars, as opposed to pulling them.

Given the number of incidents, Naish said TSB should have done an investigation to identify possible patterns or issues in order to improve safety going forward, describing it as "an opportunity that was missed."

Transport Canada said it has received CN's response to its inspection, including corrective actions, but those changes are considered businesses decisions, so it cannot share further information.

Kingston Mayor Bryan Paterson said the third derailment on the spur "elevated" the issue for him and the city as a whole, adding he's conveyed the gravity of the situation to CN.

City officials have been in communication with the company since and Paterson said he believes it's taking the issue seriously.

"I just want to make sure that this doesn't happen again," he said.

27/10/2023 Kingston Whig Standard Kingston (CN)

Morrisburg

Grand Trunk Railway Locomotive 1008 Revitalization Project Continues

Morrisburg Ontario - A great deal of work has been accomplished by the Friends of GTR 1008 group this year.

The organization which saved the historic train display next to Chrysler Park Marina near Upper Canada Village, spent the summer months painting and repairing the siding of the baggage car, and work continues later this fall with roof repairs to the cars.

The long-term project of the group is to cosmetically revitalize the display that has been at Aultsville Station location since the late 1950s.

Volunteers with the organization got into the Halloween spirit last weekend, decorating the display for the season.

"Our committee of volunteers has made some wonderful progress this year in our quest to restore this beloved landmark," said Friends of GTR 1008 chair Kirsten Gardner.

"Twenty plus years ago when I (personally) decorated the train for the first time at Christmas, I knew that it would also look fabulous as a spooky train at Halloween. This year we had the opportunity, and it is our way of thanking the community for the continued support."

Engine fire forces Via Rail train to stop near Cornwall, Ont.

A Via Rail train travelling from Montreal to Toronto was forced to stop Wednesday afternoon near Cornwall, Ont., due to an engine fire, the company says.

In an email to CBC News, Via said none of the 195 passengers or crew members were injured in the incident.

"Firefighters were on the scene quickly and put the fire out," Via wrote in an email to CBC, adding that passengers were safely moved to cars at the back of the train.

The company said it has activated a plan to get passengers safely moving again and will ensure all passengers reach their destinations.

A passenger on another Via train told CBC their train had been halted for a couple hours before moving again before 5:30 p.m.

Via has experienced similar, yet lengthier stoppages because of mechanical or weather-related problems in recent years.

- Via Rail apologizes to passengers stranded for 6 hours near Montreal

- Travellers stranded as more than a dozen Via trains between Windsor and Quebec City cancelled or immobilized

"We offer our sincere apologies for any inconvenience to passengers caused by this incident," the company said.

13/03/2024 CBC News

Kingston (CN)

Prescott

Alcohol a Possible Factor in Prescott Train Crash

Prescott Ontario - The Transportation Safety Board (TSB) says alcohol was a possible factor in a serious collision between two trains in Prescott two and a half years ago, but a rail safety expert says the watchdog's report falls short by failing to include recommendations.

Three crew members were injured, one seriously, in the head-on crash on the morning of 2 Sep 2021, when a CN freight train pulling 202 double-stacked container cars crashed into another CN train consisting of two engines.

TSB Investigation Report R21H0114 released Wednesday found the rail traffic controller (RTC), who was stationed in Edmonton at the time of the collision, had an elevated blood alcohol level hours after the crash.

The RTC's blood-alcohol level likely ranged from 0.064 percent to 0.109 percent when he started his shift earlier that morning, and from 0.044 percent to 0.069 percent at the time of the collision, the TSB found.

According to the U.S. Federal Aviation Administration, that's enough alcohol to affect one's judgment and diminish their attention.

A report by the chief medical review officer "indicated that the RTC was either drinking alcohol at the beginning of his shift or had significant alcohol intake the early morning, or the night before work," the TSB said.

"This was an accident that resulted from a convergence of several factors, not just the consumption of alcohol.

But certainly that was a red flag for us, a warning, that more needs to be done to reduce the risk of railway employees conducting their activities, their work, while impaired," TSB chair Kathy Fox told CBC News.

3 Injured in Head-On Crash

Those factors also included the RTC's busy workload and his ability to override the safety system despite a warning.

The TSB found the RTC asked the utility train to clear the main track around 09:47 and wait on a spur line to allow the freight train to pass on its way to Toronto.

A little over 30 minutes later, the crew of the first train asked the RTC to allow it back onto the main track to continue toward Brockville.

That involved a crew member manually switching the track, the TSB said.

The RTC approved the request despite a warning showing on his monitor that another train was within a 23 kilometre limit of the switch.

Instead of pressing "abort" on the screen, he pressed "continue," allowing the track to be switched, the TSB said.

As the westbound freight train approached the switch, the crew realized the error and attempted to brake.

However, the train was forced onto the spur line where it collided head-on with the waiting train at around 60 kPh.

One crew member on the utility train suffered serious injuries and had to be hospitalized, while two others on the same train suffered minor injuries.

No one on the freight train was hurt.

"It was significant because it was a head-on collision between two trains," said Fox, who noted one of the trains involved consisted only of two locomotives

"But it could have been a train carrying cars with dangerous goods. It could have been a passenger train," she said.

Four engines, two on each train, were heavily damaged and derailed in the collision, and 14 freight cars also derailed.

The crash caused significant damage to a total of about 300 metres of both the main track and the spur line, the TSB said.

"That's a major collision, that shouldn't happen," said Ian Naish, a rail safety consultant and former director of rail investigations for the TSB.

"I'm surprised nobody died."

CN Expert Question Lack of Recommendations

Naish said he had two big takeaways from the report that show "significant safety deficiencies."

The first was the presence of a manual switch, when he believes electronic switch locks could have prevented the collision because they would have identified that there was already a train on the tracks.

The second issue, said Naish, was that the TSB didn't make any recommendations on the switch system or impairment rules for rail employees.

"It shouldn't be that big a deal to make a recommendation," Naish said, adding that he would have done so.

"There's nothing wrong recommending Transport Canada to take a look."

Fox, the TSB's chair, said while the board stopped short of making recommendations in this case, it did express concern that at the time of the collision there was no policy under the Railway Safety Act prohibiting employees from consuming alcohol within a certain period before their shift. She said the federal transport minister can change rules prohibiting alcohol or drugs without having to amend the act.

Transport Canada said it's working on a response after CBC requested an interview.

The TSB also pointed out that CN has zero tolerance for impairment, but "individuals are expected to self-assess and determine if the effects of alcohol have sufficiently diminished to be fit for duty."

In contrast, it found aviation regulations prohibit the operation of aircraft within 12 hours of consuming alcohol, and prohibit air traffic controllers from drinking within eight hours of their shift.

In a statement to CBC, CN said it's disappointed the TSB didn't issue any recommendations concerning drug and alcohol consumption.

"CN remains firm in its belief that random testing employees in safety-critical positions is the only way to deter impairment at work," it said.

Fox said the TSB has investigated five incidents in the last 29 years in which alcohol or drugs were considered a factor, but weren't necessarily the cause.

Author unknown.



Via Rail trains moving again after Kingston police investigation wraps up  
Involved reports of an explosive device, but none was found

Via Rail trains have begun moving again after being halted in both directions Saturday afternoon due to a police investigation in Kingston, Ont. Kingston Police said in a media release at around 12:40 p.m. that they had closed a stretch of Montreal Street in the city's northeast between John Counter Boulevard and Briceland Street.

Police later said they were investigating reports of a possible explosive device.

Just before 4:30 p.m., police said they'd confirmed there was no such device in the area. Montreal Street has reopened, they said.

'Out of Via Rail's control'

In a statement to CBC shortly before 3 p.m., a Via Rail spokesperson said the investigation meant their tracks had been shut down in both directions.

The investigation was "out of Via Rail's control" and did not involve one of their trains, the statement said.

In all, nine trains ended up being halted in total in the Kingston area due to the investigation, Via Rail said in a second statement later Saturday afternoon.

The trains were delayed from one to five hours, the company said. After the investigation wrapped up and signal checks on the line were completed, they were moving again by 5:30 p.m.

"Via Rail regrets the inconvenience to passengers caused by this unfortunate situation," they said in their second statement.

via Service Delayed for Hours Due to Suspicious Package Investigation

Kingston Ontario - via service resumed in the Kingston area late Saturday afternoon, after a suspicious package investigation halted train service for up to five hours over the Victoria Day long weekend.

Police said just after noon Saturday that there was an ongoing investigation in the area of John Counter Boulevard and Montreal Street, and asked the public to avoid the area.

A police spokesperson told CTV News Ottawa the investigation was focusing on a suspicious package near the railway tracks.

At 16:30 police said the investigation had wrapped up and roads reopened in the area.

"Police have verified there is no explosive device in the area, and it is now safe for pedestrians and vehicular traffic," Const. Cameron Mack said in a statement.

via said train service was disrupted for between one and five hours due to a police operation "out of its control" that shut down the tracks in both directions.

"The incident does not involve a via train, however, it has impacted our operations," via said in a statement.

"All via trains travelling through the area have been stopped while the police continue their investigation. via's operations team is managing the situation and passengers will be kept informed by service managers on board as the situation evolves."

via says trains received the go-ahead to start moving shortly after the investigation ended.

"Police completed their investigation shortly before 7:00 and as soon as the infrastructure owner completed its signal checks, via trains were on the move again by 17:30. Trains incurred delays of between one and five hours. via regrets the inconvenience to passengers caused by this unfortunate situation" via said.

Nine trains were stopped at various locations in the Kingston area.

via says all other trains were held at the destination until the track cleared.

The via moving map shows several trains travelling to Toronto, Ottawa, and Montreal had stopped in the Belleville, Kingston and Gananoque area Saturday afternoon.

The disruptions in the Kingston area caused delays across the via schedule in eastern Ontario on Saturday.

Brockville Police says [sic] a pedestrian has died following a collision with a train heading to Toronto.

It happened Saturday just West of Perth Street.

Police say they received a call reporting a collision involving a train and a pedestrian shortly after 11 a.m. When they arrived on scene, they confirmed the incident.

"Unfortunately, this incident resulted in a fatality," Brockville Police said in a news release on Saturday.

"We are currently in the initial stages of the investigation and no further information can be released at this time."

A passenger on the train told CTV News Ottawa she was on train 63 heading to Toronto from Brockville, Ont. with her wife.

The train was stopped for three hours when the incident happened, she said.

The passenger noted that police officers were still on scene when the train left.

CTV News Ottawa has reached out to Via Rail Canada for comments.

A 37-year-old man was struck and killed by a train near Perth Street in Brockville Saturday morning, city police have confirmed.

Police remained sparing on details while the investigation continued, but said that, shortly after 11 a.m., they responded to a collision involving a train and a pedestrian, just West of Perth Street.

"Unfortunately, this incident resulted in a fatality," police added.

On Sunday morning, police confirmed the victim was "a 37-year-old, local male.

"Circumstances around the event are still under investigation, however, foul play has been ruled out," police added.

Earlier, police said they would release no further details at this early stage of the investigation.