

# Local Railway Items from Ottawa Papers - Lachute subdivision

**Saturday 03/06/1882 Ottawa Citizen Lachute**

Montreal 2nd. The Canada Pacific Railway directors will take over the western section of the Occidental Railway tomorrow, all arrangements having been perfected. The eastern section will not be transferred for some time longer.

**Friday 28/10/1882 Ottawa Citizen Lachute**

Attention is directed to the important changes in the timetable of the CPR which appears in this issue. From 1st November lightning express trains will leave Ottawa at 9.30 a.m. reaching Montreal at 1.20 p.m. and at 6 p.m. reaching Montreal at 9.58 a.m.

Note - the Grand Trunk also is advertising trains leaving at 0800 and 1645 arriving 1145 and 2020.

**Tuesday 06/02/1883 Ottawa Citizen Lachute Ottawa, Broad Street**

Yesterday, an accident, fortunately attended with no loss of life or personal injury, occurred on the line of the Canadian Pacific Railway close to Ottawa. It appears that the early passenger train from Aylmer was running into the city at a moderate rate, and when only some two hundred yards from the station collided with a freight train which was also going at a slow speed. The passenger train was on its usual time and on the main line, but owing to a dense fog which prevailed its approach was not seen by the parties in charge of the special freight in time to prevent the collision. Damage sustained by the cars is estimated at \$3,000. A gang of men were set to work at once to clear the track and the debris was removed last evening. An investigation into the cause of the collision will be held at once.

Investigation - carelessness on the part of certain employees and their services were promptly dispensed with.

Also reported in the Ottawa Free Press Monday February 5 and Renfrew Mercury February 9.

**Friday 09/02/1883 Ottawa Citizen Lachute**

New parlour cars. Two parlour cars "Lachine" and "Carillon" will replace the cars on the line which will be put on the Ottawa - Brockville run. Full description.

Also reported in the Ottawa Free Press on February 8.

**Tuesday 26/03/1883 Ottawa Citizen Lachute Calumet**

Early on Sunday morning as a down freight train on the Canadian Pacific Railway was crossing the Rouge River near Calumet station, the wheel of one of the cars broke and it, with the four following cars, was precipitated over the bridge, a distance of sixty feet. They broke through the ice and went to the bottom. There were no lives lost. The engine did not leave the track, and all the train hands were together in a tool car which escaped the wreck. The car whose defective wheel was the cause of the disaster was not a part of the regular railway rolling stock but belonged to another company. Strange to say, no damages were done to the bridge. The inspector, Mr. Wood, examined it thoroughly and pronounced it to be in a perfectly satisfactory condition. The loss is estimated at about \$20,000, but this is probably above the mark. A large gang of men are employed endeavouring to recover the freight.

**Wednesday 12/03/1884 Ottawa Citizen Lachute**

Interesting long account of a trip between Montreal and Ottawa fighting the snow, snow drifts etc.

**Wednesday 09/07/1884 Ottawa Citizen Lachute**

Fast time for Toronto.

A new timetable for the section of the Canadian Pacific Railway between Montreal and Toronto via Ottawa will come into effect on Monday 21st. By this new arrangement there will then be eight passenger trains between Ottawa and Montreal instead of four as at present. The time calculated for between Montreal and Toronto is twelve hours and the trains will be equipped with the best rolling stock which the company can procure. Two of the sleepers the "Quebec" and the "Peterborough" passed through here on Saturday and are as handsome and easy riding as were ever turned out of any car shops.

**Tuesday 13/01/1885 Hull, Vallee d'Ottawa Lachute Gatineau**

Gatineau. Le chemin de fer du Pacifique a ici une station don't l'utilite est encore une enigme. Non seulement les trains express lui passent au nez a toute vapeur, mais les trains mixtes so font prier pour y faire un arret le quelques secondes. Sous pretexte que les affaires ne payaient point la compagnie a ferme son bureau, retire son agent et oblige aujourd'hui nos marchands qui recoivent leurs effets de Montreal, a aller les chercher aux entrepots de Hull ou d'Ottawa.

**Wednesday 15/07/1885 Ottawa Citizen Lachute**

On and after July 13th the CPR will attach of their magnificent parlour cars to the local express for Montreal leaving Ottawa at 8.20 a.m. daily.

**Monday 27/07/1885 Ottawa Citizen Lachute**

On and after the 25th the parlour car on the 8.20 a.m. express will be discontinued.

**Wednesday 05/08/1885 Hull, Vallee d'Ottawa Lachute**

Il est passe hier, a Ottawa, en route pour Papineauville un train de 22 chars charges de bois carre et de bis de service choix. Ce bois appartient de M. David Moore et vient de North Bay. Ce bois sera mise en cage a Papineauville par M. Joseph Grondin, de Papineauville et M. Raciote de Montebello et de la descendra par eau jusqu'a Quebec ou il sera mis a bord des navires pour Europe.

**Wednesday 28/10/1885 Ottawa Citizen Lachute**

Through to the Rockies

As will be seen by an advertisement in another column, the Canadian Pacific Railway Company have perfected arrangements for the running of through passenger trains between Montreal and the Rocky Mountains, commencing Monday next. An express train consisting of sleeper and elegant first class sleeping cars will leave Montreal every week day at 2 p.m. for Port Arthur, Winnipeg and the Canadian North West.

**Tuesday 03/11/1885 Ottawa Free Press Lachute Chaudiere**

At 5.45 last evening the Union depot was the scene of much stir, the occasion being the arrival of the first through train from Montreal to Winnipeg. The train consisted of a sleeper, a dining car, a first class car, an emigrant and a baggage car. More.

**Wednesday 04/11/1885 Ottawa Citizen Lachute Chaudiere**

Much of this article is illegible  
Through Train

Ottawa now on the main line of the All Canadian Route to the Rockies

The train which arrives every evening at Union station from Montreal at 5.27 o'clock is something of which all patriotic Canadians and Ottawaites should view with pride...

On Monday evening it consisted of a locomotive and tender, baggage car, emigrant sleeper, one first class car, a dining room car, and a first class sleeper...

The route although only two days opened, is well patronized, the fast train taking through to Winnipeg 47 first class and 38 second class passengers, and a still larger number going through last night.

**Monday 31/05/1886 Ottawa Journal Lachute**

Defacing the Cars

An irate conductor.

A few days ago as the Montreal 8.30 train was speeding on through Templeton at a forty-mile-an-hour rate, conductor Spencer's eye caught a calculating Frenchman footing up his probable profits on a railway contract, on one of the panels of a new car in which he reclined in a seat isolated from his fellow passengers. "Hello!" said the conductor, "What's that you are about?" "Only making a few figures," replied the passenger, who was no greenhorn on the road. "Well, then. Do your figuring somewhere else than on the sides of a new car - this rolling stock is not intended to be used in that manner," angrily spoke the authority, the chop-fallen passenger proceeding to use his pocket handkerchief to erase the figures. To a fellow traveller, Mr. Spencer explained that he and his fellow conductors had trouble watching careless and troublesome passengers, who did not hesitate to use even jack knives in the second class cars unless under constant supervision. A few days previously a man had taken passage in a first class car, smuggling in a bottle from which he partook at times, until finally, in a state of obfuscation, he thought of getting rid of the bottle by putting it through the window, oblivious to the fact that a dollar pane of glass stood in the way. The dollar was promptly demanded and promptly paid.

**Friday 04/06/1886 Ottawa Citizen Lachute Papineauville**

Timber by rail. Barnett and MacKay's square timber cut on the Sturgeon River has all passed Sturgeon Falls en route to Cache Bay from which point it will be shipped by CPR to Papineauville. The C.P.R. Co. are building a spur a mile long, striking the river above the falls, where D.&E.D. Moore will boom and load their square timber. The iron will be laid in a few days - Canada Lumberman.

**Monday 06/09/1886 Ottawa Journal Lachute**

The Canadian Pacific is strengthening the bridges on its line between Montreal and Ottawa. The bridge work on that part of the line is pronounced now to be equal to similar work on any road in the world.

**Saturday 09/10/1886 Ottawa Journal Lachute Hull**

The morning train from Aylmer yesterday had a narrow escape from being wrecked. It was crossing the main line of the C.P.R. on its way to the city with the usual number of Civil Service and other employees here who reside in Aylmer when the Montreal freight train from Ottawa dashed through the cutting and was only stopped within a few feet of the passenger car crossing the track. It seems several cars broke from the freight train while crossing the bridge, which caused a delay so nearly resulting in a serious accident.

**Wednesday 12/01/1887 Ottawa Journal Lachute**

The heated car in connection with the Canadian Pacific freight company will be up this evening. It makes two regular trips a week.

**Friday 10/06/1887 Ottawa Free Press Lachute Gatineau Point**

The C.P.R. station at Gatineau Point is opened again and there is also a telegraph operator.

**Saturday 13/08/1887 Ottawa Citizen Lachute**

A new timetable will shortly come into effect on the Canadian Pacific Railway. The local train which leaves Montreal in the morning for Ottawa, arriving here at 11.35 a.m. and the 4.20 p.m. train from Ottawa to Montreal will be abolished as soon as the Smiths Falls short line railway comes into operation. The train leaves Ottawa at 8 o'clock in the forenoon and returns in the evening, and the through Winnipeg express will be the only remaining one on the line. To obviate any inconvenience it is proposed to put on a steamer between Ottawa and Grenville.

**Tuesday 14/02/1888 Ottawa Journal Lachute Gatineau**

The Winnipeg express collided with an up freight train near the Gatineau River bridge this morning. No injuries. Much more.

The exact cause of the accident could not be ascertained as the train hands and officials of the road were all as dumb as oysters.

Also reported in the Ottawa Free Press.

**Saturday 28/07/1888 Ottawa Journal Lachute Gatineau Point**

A spark from a C.P.R. locomotive ignited the grass near the station at Gatineau Point, the flames were extinguished with difficulty.

**Thursday 25/04/1889 Ottawa Journal Lachute Chaudiere**

A Chaudiere Wedding

Mr. George Dalglish, boiler inspector in the C.P.R. roundhouse, second son of Ald. Dalglish was married yesterday to Miss. Bella Marshall. More.

The happy couple were escorted by their friends to the C.P.R. station where they left for Quebec and the east by the 4.30 train. The employees of the road gave them a grand send off. They lined the track for a long way with fog signals which went off like a regular military salute as the cars rolled over them. As the train passed the round house all the engines that were in, about a dozen, set up a toot-a-toot-tooting, that made the initiated wonder what was up.

Also reported in the Citizen, but in less detail.

**31/05/1889 Lachute Watchman Lachute St. Andrews**

We are sorry if the people of Lachute do not realise the importance of railway connection between Lachute and St. Andrews. From a selfish point of view they should strongly be interested as it must necessarily increase the volume of trade. We presume that the days of rivalry between the two places are past. Lachute need not be alarmed at the growth of St. Andrews interfering with its trade, our opinion is that Lachute, being established as a centre of trade, the growth of villages contiguous to it must necessarily be of great benefit. Should the south shore not be built, the building of which is exceedingly doubtful, the trade from Pointe Fortune, up on the south side of the Ottawa will naturally find its way to Montreal by Lachute. The storekeepers would find no doubt a reduction of freight rates in summer. The development of the water power at Carillon must also indirectly benefit us. We hail with pleasure the prospect of railway connection with St. Andrews. It is a project which will increase the wealth of the county and develop its resources, and as such, should interest every resident to whatever particular locality he may belong.

At the request of Mr. Mercier, on Tuesday last, a deputation consisting of Messrs. J.A.N. McKay, J.S. Buchan and Mr. Davis, son-in-law to Hon. J.K. Ward, interviewed the government in regard to a re-vote of a subsidy of 400 acres of land per mile to the St. Andrews railway. Mr. Mercier gave his word of honor that by the first of July an official letter or an order in-council would be issued guaranteeing that the old subsidy would be voted, but conditionally. The conditions were at once fulfilled and no doubt work will shortly commence. If the road is built, it will be the outcome of the efforts of several gentlemen, of both political parties, viz; Messrs. Abbott, Wilson, Owens, McKay, Simpson, de Laronde, Robertson and others.

**Monday 19/08/1889 Ottawa Journal Lachute Hull and Aylmer**

Ninety cars of rails

P.P.J. Ry. and G.V. Ry. metals bought by the C.P.R.

Ten miles of steel rails lying at Hull and Aylmer for each road now being loaded in C.P.R. cars to go west - why the sale was made.

Large quantities of steel rails have for some time been piled at the Hull and Aylmer depots of the C.P.R., the former having been purchased in England for use in the construction of the Gatineau Valley Railway and the latter for similar purposes on the Pontiac Pacific Junction. To many of those who have looked for the commencement of active work on the Gatineau line, these rails were signs of promise, but their hearts sank within them Saturday morning when they saw long lines of cars drawn up, and the metals were being rapidly deposited within them. Enquiries made of the men engaged in the work elicited the reply that the rails were going west to be used on sidings in the Rocky Mountain section of the C.P.R.

Mr. Harris, the chief engineer of construction of both lines, was seen today by the Journal, and said, "Yes, the C.P.R. has bought steel from both companies.

You see there were twenty miles of steel lying at each place, which was bought in England when prices were much lower. The C.P.R. wanted to purchase and Mr. Beemer made arrangements to sell them half of each, so that he obliges them and makes money out of it for both lines, at the same time. They will ship 10 miles of steel rails from each place to Calgary and the remaining rails will stay where they are for use. It was no use our keeping all the rails there, as it was decided to build only ten miles of the Gatineau line this year. It has not been decided yet whether the Pontiac & Pacific Railway will be continued this year or not.

When do you begin work on the Gatineau Valley road?

We have begun, and hope in a few days to have between 400 and 500 men at work. Mr. Wm. Ryan, who is foreman of construction, is at present in Quebec bringing up the plant. Wages will be from \$1.15 to \$1.25 a day, and we want every man we can get, as the ten miles have to be completed by Jan. 1, 1890. I am chief engineer of construction, and Mr. Dunne (sic) is the engineer on the work at present. We have begun work between Ironsides and Chelsea.

Mr. Trudeau, Deputy Minister of Railways and Canals, said : "Yes, it is true that the plans and books of references of the Gatineau Valley line for the first section from Hull to lot 13 in the 11th range of Hull township have been deposited with us, and we are assured that the work will be carried on right away. It is true that the charter has been renewed twice, and if work is not really begun this year the charter will lapse.

Mr. C.R. Cairns, depot Agent of the C.P.Ry., said : I do not know what the rails are to be used for, all that I know is that I have orders to supply 90 boxcars for shipping metals of 20 tons capacity each.

The valuation of properties on the section of line for which the plans and reference books are deposited will be carried out by Mr. Mullarkey of Aylmer.

**Thursday 31/10/1889 Ottawa Free Press Lachute Hull**

The Canadian Pacific Railway company have built a siding at Tetreaultville, near Hull, which is of great convenience to shippers in that vicinity, especially to Mr. C.B. Wright, whose brickyard is close by.

**Thursday 12/12/1889 Ottawa Free Press Lachute Chaudiere bridge**

Nine years ago yesterday the C.P.R. bridge just built over the Ottawa river at the Chaudiere, was tested for the first time by a long train of flat cars bearing prominent citizens and railway officials, besides representatives of the Free Press and other papers. The solid structure has withstood the test of time since that date.

**Wednesday 04/06/1890 Ottawa Citizen Lachute Chaudiere**

Royal visit of Duke and Duchess of Connaught.

Arrive 1.15 p.m. on C.P.R. train from Montreal. They returned to Montreal by special C.P.R. train at 4 p.m.

**Wednesday 04/06/1890 Ottawa Journal Lachute**

Brief visit of Prince Arthur, Dule of Connaught and the Duchess via the CPR.

**Saturday 08/11/1890 Ottawa Citizen Lachute**

For some time past thieves have been at work along the lines of the C.P.R. on the Quebec side. Recently they were located in the Cumberland district where a night or two ago they broke into a car and carried off a quantity of biscuits and other goods. Last night three of the gang were arrested by Constable Hornidge, of the Union Depot, and were locked up in the Hull Police Station.

**Friday 21/11/1890 Ottawa Journal Lachute Ottawa, Broad Street**

The C.P.R. depot is to be lighted with incandescent light.

**Friday 25/12/1891 Lachute Watchman Lachute St. Andrews**

The St. Andrews Railroad Opened

It has come at last and now regular trains are running between St. Andrews and Lachute every day. The first trip was made on Wednesday evening (23rd), leaving St. Andrews at 5.50 p.m and arriving in Lachute at 5.08 (sic). The night was a most disagreeable one, but notwithstanding quite a number of villagers assembled to view the departure of the first passenger train. The train hands were, Supt. Heath, Conductor Hess, Fireman Laroque, Brakesman Hessman while R. Neil ran the engine. The passengers were Messrs. Geo. Simpson, I. Sauve, M. Wanless, C. Ladouceur, H. Ladouceur, C.T. Wales, W.J. Simpson, G.F. Calder, C. Calder, J.W. Cottingham and Geo. Campbell. The run, strictly speaking, was made in 16 minutes, including one stop. Several passengers for St. Andrews came off the Montreal train and were delighted to have escaped a long miserable drive in a dark rainy night. The train leaves St. Andrews every morning at 9 a.m. and 5.50 p.m. Returning leaves Lachute on the arrival of the westbound train. Passengers for St. Andrews coming from Ottawa on the evening train can hold the train until their arrival by telegraphing from Calumet. The fare to Lachute is 25 cents.

**Friday 15/01/1892 Lachute Watchman Lachute St. Andrews Railway**

Last week the engines of the St. Andrews Railway collided at the Foundry street crossing smashing the cowcatchers.

**Friday 19/02/1892 Lachute Watchman Lachute St. Andrews**

The tremendous storm of Sunday night has completely blocked the St. Andrews Railway. All the trains on the C.P.R. were supplied with two engines and even then were late. The snow plough arrived here around ten o'clock and cleared the way.

**Friday 31/03/1892 Ottawa Journal Lachute Hull**

Wreck of the Soo train. See accident file. (also covered by the Citizen)

**Saturday 02/04/1892 Ottawa Journal Lachute Hull**

Continuation of inquest on Hull accident.

**Tuesday 12/04/1892 Ottawa Journal Lachute Hull**

Finding of the jury on the inquest into the Hull accident.

Censured station agent who did not see the disastrous switch, disapprove of switch and target, speed of train too rapid.

**01/10/1892    Canada Lumberman    Lachute**

A gang of drunken shantymen on the C.P.R. train on the way from Montreal to Ottawa made a brutal attack on a brakeman, kicking and pummeling him in a shameful manner. When the train reached Ottawa two of the most violent of the company were arrested. The C.P.R. authorities say they are determined to make an example of those men who attempt to terrorize over their employees

**Friday    02/12/1892    Ottawa Free Press    Lachute**

Before the train left Montreal on Monday night the baggage man of the westbound express was handled a parcel for Mattawa, which was placed in the car with the other baggage. Soon after the train started the parcel commenced to send forth fumes of smoke, and dynamite at once suggested itself to the now suspicious trainmen. The car was soon deserted and all hands kept at a safe distance away from the spot of danger. At last Ottawa was reached and the police called upon. It was surely an explosive and no one would venture to handle the "infernal thing." Finally a long stick was procured, to the end of which a knife was tied, and, after considerable exertion, the police succeeded in bringing to view a rubber horse blanket, which had probably got wet and got heated. A laugh followed and the trainmen returned to their posts with the usual celerity. - North Bay Times.

**Saturday    11/02/1893    Ottawa Journal    Lachute    Chaudiere**

Crashed on the "Y"

A serious collision occurred in the C.P.R. yard this morning.

Two engines were badly smashed, one baggage car wrecked, and eight freight cars more or less badly broken up.

The morning train from Aylmer and a pilot engine taking a train of freights from the yard collided on the "Y". The two engines crashed into each other with terrific force. The Aylmer train was going at the rate of about 15 miles per hour.

**JUMPED FOR THEIR LIVES**

Both the engineers and firemen had to jump for their lives. Fortunately none of them were injured, but it is stated that Mr. Alfred Legge, a civil engineer, who was on the Aylmer train had his shoulder dislocated.

**BAGGAGE CAR TELESKOPED**

When the trains collided the baggage car was hurled into the engine and the whole end stove in, and raised off the track. The Aylmer engine was coming down backwards, that is tender first. The pilot engine smashed into it and completely destroyed the tender. The pilot engine suffered very severely too. The smoke stack was hurled off the engine generally wrecked.

**BROKEN FREIGHT CARS**

Of the freight cars eight suffered considerably. The couplings were all forced off and the cars forced together so tightly so as to have been almost one car. Some of them had their end timbers and walls badly broken up.

**PASSENGERS BADLY SHAKEN UP**

The people on the train were badly shaken up, but with the exception of the one mentioned above, none were seriously injured.

Also reported in the Ottawa Free Press same date. The engine of the Aylmer train was running backwards and the tender was thrown upon the cowcatcher of the shunting engine.

**Wednesday    15/02/1893    Ottawa Journal    Lachute**

As the CPR lease on the North Shore line expires next year CPR may drop it in favour of the Vaudreuil railroad.

**Friday    09/06/1893    Ottawa Journal    Lachute    Hull water**

The C.P.R. are making arrangements to secure a water supply at their station in Hull to be prepared in the event of fire breaking out. At present there are no hydrants near the city, and if a fire did start, it would be a very difficult matter to save the company's buildings.

**Wednesday    12/07/1893    Ottawa Journal    Lachute    Hull**

The C.P.R. are having the city waterworks of Hull extended to their depot in that city.

**Saturday    12/08/1893    Ottawa Free Press    Lachute**

When the C.P.R. train which passes Gatineau Point station about 8 a.m. was proceeding --

**Thursday    26/10/1893    Ottawa Free Press    Lachute    Gatineau**

For some time past complaints have been heard among villagers at the head of the Gatineau over the fact that the Canadian Pacific railway do not stop their trains at the Gatineau depot. Mr. Crevier, notary of that village, who suffers from a very painful contusion to his ankle, has complained to the conductor that the trains, instead of stopping at the station run sometimes twenty acres further on. The affair has caused him no little bother and he decided last week to have some remuneration out of the company for the trouble caused to him in this way. An action for damages has been instituted in the circuit court of Hull, and Mr. Rochon, Q.C., will look after the interest of the plaintiff. Mr. Crevier told the Free Press yesterday that one day last week he was carried some fifteen acres past the station as usual and preferring to go on to this city he stayed on the train, although it was late at night. After his arrival in this city he passed down to Rockcliffe where he stood some two hours shouting for the ferrymen who were all asleep.

**Friday    30/08/1895    Ottawa Free Press    Lachute    Masson**

The C.P.R. depot at Masson was broken into a few nights ago and 50 cents in coppers and a commercial travellers valise were carried away. Subsequently a Bible and other small articles, the contents of the valise, were found under some piles of lumber at Masson.

25/10/1895

Lachute Watchman

Lachute

Montfort Colonization

To Sixteen Island Lake by Rail

Had the early settlers among the forests and mountains of Wentworth been told that one day the puffs of the engine and its shrill whistle would startle the wild animals of that region, it would have been deemed a most unlikely story. But this age of progress has produced many wonders, and a railway in Wentworth is not one of the smallest. This has been accomplished by the energy, pluck and perseverance of a band of French-Canadians in Montreal, who several years ago, conceived the idea of colonizing the uninhabited regions of Quebec. A charter was obtained, a survey made as far as Arundel, and after seeking and obtaining aid from both governments, the work was commenced and is now completed as far as Sixteen Island Lake.

Last week, in company with Mr. Simpson, M.P.P. we took a trip over the road, a short account of which we will endeavor to give our readers. The officers of the Montfort Colonization Railway are E. Senecal, President, Joseph Brunet, Vice-President, Messrs. F. Froideveaux, Godf. Chap;eau and E.D. Porcheron, directors, A.S. Hamelin, Secretary-Treasurer. Leaving Montreal on the St. Jerome, in company with Mr. Froideveaux, one of its directors, we reached Montfort Junction, which is a few miles west of Shawbridge at about 7.30 where we took the other road. It is a narrow gauge line at present, although the road bed, grades and curves have been made the same as the standard gauge. The train consisted of the locomotive, which is for its size very powerful, and takes up the heavy grades, five or six cars without much apparent trouble; a second class and express car in one, and a very comfortable and nicely furnished first class car. The first stop after the junction is at St. Sauveur, a small but thriving village. Here the difficulties of construction commenced to be seen. An immense bank and a bridge across the North River made the first few miles very expensive. After leaving St. Sauveur we pass through a valley along which are some excellent farms until we reach Morin Flats, and now we are in Argenteuil. There is no station built here yet, but considerable business is carried on, Newton's mill evidently carrying on a fine trade. Standing at Morin Flats and looking around, one can scarcely imagine that an outlet could be found for a railway. On the west side is a series of mountains, but the engine is headed towards one of the largest and in a stealthy manner commences to creep around the base, and in a few seconds is winding around its side hugging the rocks where a narrow path has been blasted for it. The cost of making this portion must have been very great, but a good solid roadbed is the result. It is needless to say that the road abounds in curves. The curve is the only key to this mountainous region. At Montfort, we found, to our surprise a large, commodious and well built hotel. This hotel was built last year by Mr. Froideveaux and is kept by Mr. Plouffe. It (illegible) the side of a high hill overlooking Lake St. Francois Xavier. Just below this lake is another called Lake Chevreuil Deer Lake.

(Long Section about Agricultural Orphanage of Montfort)

From Montfort to the lake is eight miles and though one of the wildest regions of the province. The railway company has a Dominion subsidy for the next 12 miles which will bring the road to Arundel and it is hoped the Provincial Government will transfer a similar one. If so, this time next year the train will run to Arundel.

27/02/1896

Lachute Watchman

Lachute

The Montfort Railway

A deputation consisting of P. Leclaire, M.P., Senators Villeneuve and Owens, W.J. Simpson, M.P.P., E. Senecal, E.D. Porcheron, F. Froideveaux, J.P. Rolland and others waited upon the Hon. Messrs. Haggart and Ouimet on Wednesday last for the purpose of asking that further subsidy should be granted to the Montfort Railway, so that it might be completed to Arundel next summer. The request was taken into consideration and the company asked to furnish complete plans and profiles.

19/03/1896

Lachute Watchman

Lachute

Montfort Colonization

Two engineers in connection with the Montfort railway have been at work completing the survey to the River Rouge. We trust that work will shortly be resumed upon the road and the sound of the locomotive be heard in our midst. We hope the government will urge the company to change the present narrow gauge into the standard.

02/04/1896

Lachute Watchman

Lachute

Montfort Colonization

The engineers on the Montfort Colonization Railway, who have been for some time preparing the final plans and profiles of the road have completed their work and sent in their report. It is hoped that the road will be continued during the coming summer.

21/05/1896

Lachute Watchman

Lachute

Parties desirous of getting into Montreal early in the evening can do so by taking the evening train due here at 5.57 and go as far as St. Philippe where the train passes the through express getting into Montreal at 8.40.

The suburban train which remains overnight in Lachute is receiving a fair patronage as a large quantity of mink is shipped by it. This train leaves in the morning at 7.25 and arrives in Montreal at 8.40. It leaves Montreal in the evening at 6.25, arriving in Lachute at 8.10. Conductor Crawford has charge of the train.

Wednesday

08/04/1903

Ottawa Journal

Lachute

Calumet

A rear end pitch in near Calumet caused the death of a brakeman.

Tuesday

12/05/1903

Ottawa Journal

Lachute

Cement Works

Construction commenced on Hull Cement Works of the International Portland Cement Company..

The exact position of the buildings have been staked out and also the trackway from the CPR main line.

Friday

13/11/1903

Ottawa Journal

Lachute

International Portland Ceme

Progress at the Cement Works.

A visit to the International Portland Cement Company in Hull yesterday showed that great progress had been made with the works, and the 300 men working on the immense building promise to have the job completed in short order. The immense rotary machine grinder, weighing 50 tons and loaded on two cars, arrived yesterday and was placed on the track close to where the building it is to occupy is to be situated. This grinder will be filled with small coal to 3,000 degrees of heat, but when lined with firebrick the outside is quite cold. The company expect to manufacture from 150,000 to 200,000 tons of cement a year, and claim to have material in the shape of clay, sand and stone on the ground to last many years. One side of the property is the Gatineau Valley Railway and on the other the C.P.R., both companies having put in special switches. Across the C.P.R. track is the Gatineau River, where a special shipping dock will be built.

Friday

06/05/1904

Ottawa Journal

Lachute

Intrenational Portland Ceme

The large factories of the International Portland Cement Company under course of construction near Hull are rapidly nearing completion.

Tuesday

18/04/1905

Ottawa Journal

Lachute

Cement Works

Cement plant at Hull has commenced operations. More.

Monday

06/11/1905

Ottawa Journal

Lachute

Hull

Hull to have CPR shops

Company will carry out O.N.& W. promise thereby securing exemption from taxation.

..it is known however that the company through Mr. Osborne promises to build shops in Hull at least as large as the Ottawa Northern and Western, under Mr. H.J. Beemer, agreed to erect in return from exemption from taxation.

The company, it is understood, also intends to proceed with a separate Central depot in Ottawa without waiting for the Grand Trunk to carry out its plans.

**Wednesday 20/03/1907 Ottawa Citizen Lachute**

**Railway Tracks in Hull City**

The city council of Hull are at present taken up with the question of tracks in and about their city.

A special committee of the council met last night when Mr. Baker of the C.P.R. representative of Sir Thos. Shaughnessy was present to talk over the subject of double tracking Hull, also establishing a spur line from No. 5 ward to Little Farm. Nothing of any moment was carried out the question being deferred until a later meeting.

**Wednesday 01/02/1911 Ottawa Journal Lachute Chaudiere bridge**

The C.P.R. are additionally strengthening the big bridge over the bay at the Chaudiere and the process of the work is decidedly interesting.

Several of the big stone piers of the bridge are being reinforced at the bottom with a huge mass of concrete, sunk from the river surface down eleven feet to the bed rock below. The concrete extends out about four feet from the pier proper and is thoroughly solid.

The bridge was built thirty-three years ago but it has been found lately that the constant action from the water, the jolts from logs and pieces of timber and other miscellaneous stuff swept along by the stream have had the effect of wearing away part of the masonry work below. It meant that if the process was allowed to go on the pier work might crumble away some day with the weight of a train overhead, and many lives would be lost.

More - sub marine diver inspector at work etc.

**Friday 02/05/1912 Renfrew Mercury Lachute Hull**

Since the wreck of the Pontiac train in Hull early last month, whereby five persons were killed and several injured, the C.P.R. has introduced anew block system between Hull and Ottawa, which, if it is strictly observed, will prevent a recurrence of the accident.

According to the rule of the present system, a train cannot leave Hull or Ottawa before the conductor has obtained a staff which is locked and unlocked by an electric arrangement. Only by deliberately ignoring the system could another collision of two trains occur between Hull and Ottawa. The Pontiac train still continues to back in from Hull to Broad Street station, but by the new arrangement there is little or no danger of an accident.

**Wednesday 14/12/1921 Ottawa Journal Lachute Montcalme Street**

Chelsea Road gates (I believe this is now Montcalm Street, as that is the only crossing that had gates in Hull that I know of) were smashed through along with the lanterns that sat on the gates. The story said that the gates were down for a light CPR engine "2,599". The motorist drove through the gates, and then extinguished his car's headlights and tail lights so the police could not track him down at night.

**Monday 19/04/1926 Ottawa Citizen Lachute**

The erection of a modern school, to cost in the neighbourhood of \$25,000; a new Canadian Pacific Railway station, and the construction of a mission church are some of the improvements which it is expected will shortly follow in the wake of the construction of the International Paper Company's big pulp and paper mill in West Templeton.

--

The new C.P.R. station has already been located about a mile and a half from the old station called Talon, and it will be called the Gatineau station.

A small office is at present doing duty for a station and the Fraser brace Company has built a Y from its site, which joins the main line and is of standard gauge build, to its construction works. This will permit of the company shipping in its raw material from any point and routing its finished products to either Ottawa or Montreal.

**Monday 06/09/1926 Ottawa Journal Lachute Chaudiere bridge**

Extensive alterations being made by the CPR to the Prince of Wales bridge will improve passenger service greatly at that point.

On August 1 the work of removing the old steel and replacing it with heavier steel was begun. It is now well under way, but so extensive is the work that it will not be completed before March 1927.

When the work is completed the bridge will be available to heavy traffic and the transfer engine will be withdrawn.

Despite the alterations, traffic is kept moving across the bridge with little delay.

The Dominion Bridge Company has the contract.

**Friday 01/10/1926 Ottawa Citizen Lachute Gatineau Point**

Reporter learned some railway ethics.

Reminiscence of 1897 C.P.R. wreck near Gatineau Point.

In the year 1897, in the fall, two C.P.R. freight trains collided a couple of miles east of Gatineau Point. The smash occurred just after daylight and as what was going to happen became evident in plenty of time, the engine crews were able to jump and save their lives. The engines were pretty badly telescoped and a number of freight cars smashed.

Like other bad news, news of the collision spread quickly through the city. A reporter on one of the city papers was one of the first from Ottawa to get on the scene.

He at once tackled one of the engineers. To every question he asked as to how and why there came the answer, "I don't know".

They knew nothing.

The reporter then tried the other engineer with the same set of results. He knew nothing. Next the reporter tackled the firemen. They also knew nothing.

Then the reporter went back to the first engineer. "Look here", he said, "I am representing the -- newspaper. When you refuse to talk to me, you refuse information to the --. So you had better cut out the fooling and tell me how the thing happened or I will have to report to the --."

"H.B." was there.

The engineer turned his back on the reporter. Then over his shoulder he shot out, "You blanked blank, don't you see H.B. Spencer over there. Do you want to get me fired."

"Oh", said the reporter, "I'm sorry I hadn't seen him." Then he hustled over to "H.B." and got his story - or at least such facts as the general superintendent wanted to give.

**Monday 23/07/1928 Chronicle-Telegraph Quebec Lachute**

**Man and Wife Killed in Auto Train Crash**

Ottawa July 23. Hilaire Trudel and his wife of Perkins Mills Quebec were almost instantly killed Saturday when a motor car in which they were returning from the Ottawa market was struck by a C.P. freight train at St. Rose de Lima. Mrs. Trudel was decapitated and her body carried for more than 100 yards under the wheels of the locomotive. Her husband is believed to have choked to death under the wreckage before he could be extricated.

Several persons injured when vehicle runs into C.P.R. freight at level crossing near Ottawa

Accident attributed to Ice Covering Highway

Serious tragedy was probably averted by matter of a few seconds only.

Seven persons had a narrow escape from serious injury last night when a Gatineau Bus Line bus ran into the side of a C.P.R. freight train at the level crossing at Gatineau Mills, Que. All occupants of the bus received some injuries, two of them being admitted to the Ottawa General Hospital, Water street.

Names of injured

--

The accident occurred about 10 p.m. The bus with six passengers was on its way to Gatineau Mills. The freight, a regular switch train, shunting cars into the International Paper Company yards, and according to railway officials, the first car had just reached the crossing when the bus careened into it, striking the car about ten feet from the end. The driver was thrown against the windshield and the passengers thrown to the floor.

two ambulances called

All injured were given medical treatment by C.I.P. officials, and by Dr. A. Richard, 174, St. patrick street, who was taken to the scene by Whelan's ambulance which was called. Brady and Harris' ambulance was also called and both conveyed the injured to the hospital.

The freight train was in charge of Conductor S.A. Quinn, 123 Cambridge street. ice covered roads are blamed for the accident, as the wheels of the bus skidded when the brakes were applied

Only a matter of seconds averted an accident of much graver consequences. Had the bus got on to the crossing before the train had been struck broadside by the end of the train it would probably have been overturned and probably lives lost.

Fortunately both the bus and the train were travelling slowly at the time, and the locomotive and 12 box cars which it was hauling came to a stop immediately after the crash occurred. the front part of the bus was caught on the side of the box car causing the bus to be dragged across the road. When the train came to a stop, the front of the bus was down over the shoulder on the south side of the road.

Drivers contention

While railway men maintain that they were riding on the rear of the train backing up and had lighted lanterns, the bus driver, Lionel Bertrand , 115 Wellington street, Hull, said that he did not see anything of the train approaching the crossing nor did he hear any warning whistle.

Bertrand said that he left Ottawa shortly after nine o'clock en route to Ste Rose de Lima. He said that his bus was travelling slowly on account of the slippery conditions of the road. As he approached the railway crossing on the siding running from the C.P.R. Ottawa-Montreal North Shore line into the Canadian International Paper Co. plant he did not see a train approachig either way along the tracks.

Bertrand said he was slowing up for the crossing, and as he applied the brakes to bring the bus to a stop the end of a freight car appeared in front of him. The wheels of the bus skidded on the glare ice on the pavement, and he was unable to bring it to a stop before it crashed into the side of the first car just as it was partly over the crossing.

According to Conductor Steven A. Quinn, in charge of the train, a serious accident was averted by the quickness with which Engineer M. Hussey, 552 Lisgar street, brought the long train to a dead stop. As soon as the crash occurred Engineer Hussey applied the brakes and the train moved only a few feet, dragging the bus with it to the ditch at the edge of the road.

There were 12 freight cars, an engine and coal tender on the train. It was moving with the engine at the rear.

More

<http://news.google.ca/newspapers?id=EGsuAAAAIBAJ&sjid=j9oFAAAAIBAJ&pg=6718,775196&dq=train+l+railway+l+railroad&hl=en>

Fire at Masson makes hundreds without homes.

--

No. 2 fire station at Ottawa sent a pump and four men, headed by Captain Homer Langdon, and the apparatus arrived on a special Canadian Pacific train taking only 56 minutes to make the journey.

--

[http://news.google.ca/newspapers?id=oTE0AAAAIBAJ&sjid=T\\_UIAAAAIBAJ&pg=6968,714032&dq=train+l+railway+l+railroad&hl=en](http://news.google.ca/newspapers?id=oTE0AAAAIBAJ&sjid=T_UIAAAAIBAJ&pg=6968,714032&dq=train+l+railway+l+railroad&hl=en)

A Shaggy Red Head Looked Over Coal Board of the Tender

One day back in the nineties when R.W. Botterell was engineer on the C.P.R. North Shore road, he and his fireman had a peculiar experience - one which they could never quite explain even to their own satisfaction. The name of the fireman is not given as he is still alive and working in Ottawa at a job other than railroading.

One night when the passenger train in the North Shore line was between Thurso and Masson stations, the fireman looked over the coal board of the tender.

What caused him to look up he did not know. But when he looked, he saw a head looking at him over the coal board. The head was a shaggy red head, and the eyes were large and staring. The face was pasty white. the sight of this head only a few feet from him sent cold chills down the fireman's spine.

Went to Engineer

He dropped his shovel and sidled over to Engineer Botterell, nudged him and pointed to the coal board. Mr. Botterell looked and saw the red head.

"Go and grab him," the engineer said, "I can't leave here."

"Grab him yourself," the fireman retorted,"that's not a man. Tramps don't get into coal tenders. Anyway, what room would a tramp have there?"

Both looked again and the face still stared.

Disappeared

Suddenly it disappeared

The fireman went back to his shovelling, and it was not long before the train stopped at Masson.

Just as soon as the engine ground to a stop and before a tramp could have jumped, both fireman and engineer ran to the coal board of the tender. There was no sign of a man anywhere,nor could one be seen running in any direction. peculiar.

A number of tramps had been killed on the road from time to time. The fireman said that face did not seem human. How about it?

<http://news.google.ca/newspapers?id=BLsvAAAAIBAJ&sjid=ANsFAAAAIBAJ&pg=2345,4233787&dq=railway+l+railroad+l+train&hl=en>

**Saturday 17/01/1931 Ottawa Citizen Lachute**

The Spare Fireman had Hard Initiation

Old time railway men sometimes used to have some trying experiences: long hours and hard runs. Take for example the experience of Engineer Phil Roy when he was a young fireman back in 1880. In the spring of 1880 Phil had joined the Q.M.O. & O. which then ran from Montreal to Hull (now C.P.R. North Shore). When he entered the service of the Q.M.O. & O. he was only 16 and began as an iller. Good luck or good conduct of something presented him a chance to go firing as a spare.

His first experience as a spare fireman was severe. His first trip kept him two days and two nights without sleep and made him think that railroading was not such a nice job.

At Hull the engine in which young Roy was firing hitched onto a long train of square timber bound for Quebec. On account of its length the train ran slowly. As the Q.M.O. & O. was short of freight cars and much square timber had to be moved, a hurried unloading of the timber took place at the Quebec docks and the freight train with its already tired crew, was without being given a chance to rest, hurried back to Hull. Before Hull was reached 48 hours had elapsed and neither the engineer nor the young spare fireman had had any sleep and not a great deal to eat. The experience was one Phil Roy did not quickly forget.  
<http://news.google.ca/newspapers?id=DbsvAAAAIBAJ&sjid=ANsFAAAAIBAJ&pg=2165,6445673&dq=railway+railroad+train&hl=en>

**Friday 10/07/1936 Ottawa Citizen Lachute Smiths Falls**

Albert Maynes was fireman on first transcontinental train

Albert Maynes, formerly of Smiths Falls, now retired, was outstanding among the C.P.R. veterans, in the recent golden jubilee celebration of the inauguration of transcontinental railway service in Canada. Mr. Maynes, now residing in Toronto, was, for about a quarter of a century, one of the best known C.P.R. locomotive engineers on the Smiths Falls division.

He had the honor of being one of the two men who piloted the engine that hauled the first through C.P.R. train out of Montreal destined for Fort Moody, then the Pacific coast terminal. He was chosen locomotive fireman for that occasion by the stalwart group who drove in the last spike. The engineer on the first train was Aaron Barr. Mr. Maynes has great recollections of that first trip. He said great crowds gathered about the old Place Viger station and huge bonfires were lighted along the way.

Mr. Maynes, who is the son of an Irish infantry captain, started as a machinist for the old Southern Railway in Vermont and later became a humble engine-wiper in the Hochelaga shops at Montreal. He afterwards became locomotive engineer in Smiths Falls, divisional master mechanic, rule instructor and mechanical examiner. He has travelled with royalty and has been a friend of dukes and princes and statesmen.

<http://news.google.ca/newspapers?id=KLQuAAAAIBAJ&sjid=jNoFAAAAIBAJ&pg=6201,4549174&dq=railway+train+railroad+cnr+cpr&hl=en>

**Friday 11/12/1942 Ottawa Citizen Lachute Hull**

Driver loses life, companion injured in crossing crash.

Injured late yesterday afternoon when the car he was driving was struck by a train on an Aylmer road level crossing, Ernest Dack, 43 years of age, of Easton's Corners, died shortly after one o'clock this morning in the Sacred Heart hospital, Hull.

--

Dack was one of two men injured when their car was struck by a slow-moving locomotive at a C.P.R. level crossing almost in front of the De Salaberry Armories in Hull at 5.15 o'clock yesterday afternoon. Dack was driving at the time.

--

According to the Hull police report, the car driven by Dack was proceeding west on the Aylmer road at a moderate rate of speed. Another car was stopped at the railway crossing and having failed to notice the wig-wag signal warning of the approach of a train Dack apparently thought that the parked car was stalled on the road. He passed it and as his car got on the tracks it was struck by the tender of the locomotive which was backing in a northerly direction.

The automobile was pushed sideways a distance of about ten feet before the locomotive came to a stop. It was badly wrecked, and it was with difficulty that the men were extricated from the debris. The train crew rushed to the men's aid and had them removed to the hospital in Gauthier's ambulance.

--

**Saturday 17/02/1951 Ottawa Citizen Lachute**

None hurt in crash of truck train.

Ernest Bastien, 35, of 154 Hinchey Avenue, narrowly escaped injury yesterday afternoon when his loaded fuel-oil truck with its inflammable cargo skidded into the side of a moving passenger train at a Hull crossing.

The CPR Montclair Street crossing was the scene of the truck-train crash, when the truck plowed into one of the rear coaches of CPR Ottawa-Maniwaki passenger train, locomotive No. 2927, that had just pulled out of Beemer station at 4.45 p.m.

Although the cab of the heavy tanker tractor owned by Hall Fuels, 339 Preston Street, was totally wrecked, the efforts of the driver in pulling the truck sideways was credited with saving the 1,200 gallon oil tank from damage.

None of the oil escaped and there was little danger of fire or explosion following the crash.

--

Although the railway coaches were slightly damaged as a result of the accident, officials reported last night that none of the passengers were injured.

--

Engineer William R. Creighton, of 125 Bayswater Avenue and Fireman George Tapp, of 158 Beach Street were in charge of the locomotive.

**Monday 03/03/1958 Ottawa Citizen Lachute Masson**

Five teenagers injured as car smashes train.

A 19-year-old Ottawa youth was seriously injured when a car carrying five teen-age people from Ottawa slammed into a train at Masson shortly after midnight Saturday (1 March)

--

Crew of CPR engine No. 2609 was engineer L. Hamel, 1012 Church Street, St. Martin, Que.: fireman Gerard Vachon, 202 Carruthers Avenue, Ottawa and conductor G.O. Racicot, 966 Champagna Street, St. Vincent de Paul, Que.

--

From Bruce Chapman. Got out the oldest Ottawa West shop dispatch book, which started April 19th, 1958, and 2609 is nowhere to be seen. This March 3rd, 1958, may have been its swan song for Ottawa.

**Monday 06/07/1959 Ottawa Citizen Lachute**

Boy injured in fall off trestle.

A Hull boy is in serious condition after falling 280 feet onto a railway line Sunday afternoon.

Michael Ross, 10, of 160 Dumas Street, Hull was riding his bicycle across the CPR trestle near the Canada Cement Company plant when he fell off the bike, over the side of the trestle and landed on the railway line to Maniwaki that runs beneath the trestle.

--



**Saturday 18/03/1961 Ottawa Citizen Lachute Gatineau**

Includes a picture of the wreck with CPR Dayliner #9104.

2 killed in train-car collision.

A level crossing crash near Gatineau took the lives of two women at 1.15 p.m. yesterday.

--

-- a sedan owned and driven by Orville Prudhomme was struck by a CPR Montreal - Ottawa train a few seconds after the motor vehicle turned off the highway at the Paymenr Road crossing.

There is a clear view for more than a mile both up and down the railway right-of-way at that point and eye witnesses and members of the train crew were unable to offer a guess as to how the car's occupants failed to notice the fast-moving dayliner. The crossing is unprotected by signals, and has been the scene of previous similar mishaps.

The auto, wedged into the front of the diesel locomotive was carried for more than a half-mile west of the crossing.

The body of Orville Prudhomme was hurled out on to the right-of-way some 300 feet from the point of impact, and the body of Mr. McGovern was jammed into the wreckage of the car's front seat. The vehicle was demolished.

The train was in charge of Conductor Stanislas Gravelle, 6226 Clarke Street, Montreal, and the engineer was Harry Day, 80, of 26 St. Catharine Street, Longueuil. The engineer said he saw the car just as it moved onto the tracks directly into the path of his locomotive. He applied the emergency brakes, but it was impossible to halt the train.

**Thursday 19/07/1962 Ottawa Citizen Lachute**

No inquest in triple fatality.

No inquest will be held into the deaths of a Rouyn couple and their son killed Wednesday when their automobile was struck by a freight train near Laisance, Que.

--

**Wednesday 03/10/1962 Ottawa Citizen Lachute Hull**

Rail car runs over obstruction

Someone threw the cross arm of a telephone pole across the tracks near the Hull station last night. One passenger dayliner bumped over it, but no damage resulted.

CPR officials said, however, that had the train been moving in excess of 30 miles an hour, there could have been serious consequences.

The obstruction was noticed by engineer Norman Smith of Montreal, as his one-coach train ground to a halt about 1,000 feet north of the Beemer station, near the Hull arena. The Montreal-Ottawa train normally stops at this point until an automatic switch is opened to bring it into the station.

**Monday 14/08/1967 Ottawa Citizen Lachute**

Train slices car, four die.

Four people, three of them children, were killed when a CPR dayliner express from Montreal demolished their car at a level crossing between Gatineau Point and Gatineau shortly after 9 p.m. yesterday.

Stalled on tracks

Arthur Chartrand, 34 year-old husband and father of the victims, and his father, Arthur Chartrand, Sr., jumped from the 1956 model convertible when it stalled on the tracks in the path of the onrushing train.

The two men made frantic efforts to push the car to safety. They jumped clear only seconds before the impact.

--

**Saturday 31/08/1968 Ottawa Citizen Lachute**

Girl rescued after fall into deep railway cut.

<http://news.google.ca/newspapers?id=VbYyAAAIBAJ&sjid=ouwFAAAAIBAJ&pg=771,3316300&dq=railway+l+railroad+l+train+l+cnr+l+cpr+l+bride+l-to-train+l-will-train&hl=en>

**Tuesday 14/01/1969 Ottawa Citizen Lachute Hull**

Hull station ready

Hull's new railway station off Montcalm Street is to go into full operation within a few days.

The \$200,000 station was built by the National Capital Commission for the Canadian Pacific Railway.

Lachute. A young garden product salesman still maintains he saw no warning lights before his truck crashed into the side of a Montreal-bound passenger train at Calumet on Aug. 11

Testifying at a Canadian Transport Commission inquiry here Tuesday, Michael Emery, 23, of Gatineau repeated the story he told immediately after the accident which claimed three lives and injured 26.

Mr. Emery didn't go as far as to say the flashing signals weren't working. He claimed he "didn't see them working." He stated positively the bells which normally ring as the lights flash weren't working before the collision occurred.

However, several witnesses called during the inquiry - which ended late yesterday afternoon - contradicted Mr. Emery's evidence.

Ken Hotchkiss, a Canadian International Paper Company purchasing agent, who travels Highway 8 over the level crossing every morning about the same time, said both lights and bells were working normally when he crossed as the CP Rail dayliner approached.

He said he glanced in his rear view mirror as he crossed and saw no sign of the Emery truck. Commission Counsel J.M. Fortier deduced the accident happened seconds after Mr. Hotchkiss left the scene.

Serge Roy, 16, a student living near the level crossing, said he was in his yard shortly after 9 a.m. and heard the bells on the signal posts ringing.

He added, because of his position, he couldn't see if the lights were flashing. He said he saw the Emery truck coming along highway 8, lost it from view behind some bushes, then saw it collide with the dayliner.

A passenger on the train, Laura Ratchky of Windsor, said she was looking out of the window near the Calumet crossing and saw the warning lights flashing.

Gilbert Blakeney, a CTC signalling engineer, said signals were functioning normally when tested shortly after the accident.

The inquiry, chaired by Louis Talbot, was also greatly concerned at the speed the dayliner was travelling as it came through the crossing.

E.J. Hase, director of operations for the CTC, said a statutory speed limit of 24 m.p.h. at all level crossings where an accident has occurred. He said the limit can only be lifted by the commission.

Although accidents had occurred at the Calumet crossing in the past, there was no speed limit at the time of the crash because previous statutory limits had been lifted. He added the 25 m.p.h. limit had been re-imposed since the Aug. 11 accident.

Veteran CPR engineer George Frankland of Ottawa said he put the throttle of his engine in the maximum position as he pulled out of Calumet station where he'd stopped to pick up two passengers.

Mr. Frankland emphasized when the throttle was placed in maximum the train didn't immediately reach top speed.

"The engine accelerates on its own and takes about a mile to reach its top speed of 90 m.p.h." he said. "We were doing about 45 m.p.h. When we went through the crossing, which is about half a mile from the station."

An unexpected discovery

A commotion stirred the Lachute Masonic Hall, where the inquiry was held, when, under cross-examination by the lawyer representing Mr. Emery, Mr Frankland revealed the train's speedometer wasn't working the day in question.

He said he wasn't aware of the problem until after he left the Ottawa Station, and insisted he was experienced enough to judge how fast he was going without the instrument.

(Mr. Hase testified that during tests made by the commission after the accident an engine identical to the one Mr. Frankland was operating was accelerated out of Calumet under the same circumstances and reached a speed of 44 m.p.h. at the crossing).

Mr. Frankland said the dayliner's speed is only restricted on curves - 60 m.p.h - apart from crossings carrying statutory limits.

He said the train's headlamp was on as it approached the crossing and he gave the warning whistle and activated the bell as usual. He said it was a "fine, clear day."

The dayliner was on the crossing when Mr. Frankland first noticed the Emery truck.

He said his first impulse was to pull the emergency brake. Then he decided the best thing to do was get through the crossing and hopefully avoid the truck.

Mr. Emery said he didn't know the train was approaching until he saw it emerge from behind a line of trees when he was about 125 feet away. He said his radio was off and he couldn't remember whether his windows were raised or not.

He said he applied the brakes and swerved but was too close to avoid impact. He said he approached the crossing at a normal rate of speed.

Killed in the accident on the Ottawa-Montreal line were Bernice Doherty, 49, of Great Falls, Mont., Jeanne Marie Brunelle, of Ste. Therese, Que., both passengers in a CP Rail diesel car and Reginald St-Gelais, 24, of Gatineau, a passenger in the truck. None of the injured was seriously hurt.

**Wednesday 04/12/1974 Ottawa Citizen Lachute Gatineau**

CP passenger train derailed in Gatineau, six people injured.

--

The two-unit train left the tracks at 8.43 p.m., three minutes after leaving Gatineau station enroute to Hull and Ottawa with nine passengers and three crew members.

"It would have been much worse if the train had been travelling faster," commented Constable Gerry Pilotte who arrived at the scene minutes after the accident occurred.

The derailment took place at the junction of the main CP line and a Gatineau Lumber Co. siding, about 30 feet north of Maloney Boulevard.

While cause of the derailment has not been determined, police officials speculated vandals tampering with a line switch near the accident scene may be responsible.

The slow speed of the train prevented the two cars from rolling and possibly crushing the occupants.

Miraculously, occupants of the first unit, a combination engine-passenger car, suffered only shock and bruises.

Engineer Harold Greenlaw of Ottawa and four passengers occupied the first unit, which ended up on its side 200 feet from the main line.

The second unit was perched precariously on an angle a few feet from the main line. Only deep snow and a hydro pole prevented the unit from toppling over.

The train makes a regular nightly run from Montreal to Ottawa, arriving in the city at 9.05 p.m. after dropping passengers off in Gatineau and Hull.

Constable Pilotte said all 12 occupants of the train were shaken up, but stated that only six, including Engineer Greenlaw, required treatment.

Five were treated at Sacred Heart Hospital in Hull for shock, cuts and bruises and later released. One passenger was taken to Ottawa General Hospital for observation of bruises to the head.

**12/12/1986 Le Droit Lachute Montebello**

CP Rail's beautiful log station at Montebello, Quebec, has been sold for \$1.00 on the condition that it be moved from its present site. Land has been purchased across the street with the move of the 1930-era station scheduled for next summer (Branchline).

**02/08/1989 Ottawa Citizen Lachute Montebello**

STATION RELOCATED: CP's unique log station at Montebello, Quebec, has been relocated 300 metres onto a new foundation in the heart of the village on Notre Dame Street for use as a year-round tourist-history interpretation centre and boutique.

The 33 metre long by 12.6 metre wide station was built in 1931 from logs to complement the nearby hexagonal Log Chateau, now the Chateau Montebello. For many years the station served well-to-do tourists, big name politicians and businessmen on their way to the exclusive and private Seignior Club, which operated out of the Log Chateau. The station last received passengers on November 14, 1981, when VIA RDC-1 6102 made the last passenger run over the Lachute Subdivision.

With Picture.

Hanging on for the last train.

As daredevil boys hang on to the prince of Wales bridge near Lemieux Island steam locomotive 1201 crossed the Ottawa River for the last time Sunday.

"Its extremely dangerous to do that," cautioned Constable Paul Gray of the Ottawa Police. "The boys should know better.

The money-losing city excursions will not continue next year, says Paul Bown, president of the Bytown Railway Society. The train took riders on a 90-minute excursion around the city.

**21/08/1991 West Quebec Post Lachute Masson**

TOWN COUNCIL TO CONSIDER FATE OF MASSON/BUCKINGHAM JUNCTION STATION: To the west of Lachute lies the community of Masson which boasts a hyphenated station name, "Masson - Buckingham Junction". The latter signifies that Masson is the junction with the 4 plus mile "Buckingham Subdivision", which serves its name sake community at the top of the hill overlooking Masson, which is situated on the edge of the Ottawa River.

The station there is a long frame structure, dating back to the Quebec, Montreal and Occidental Railway, the original builders of the Lachute Subdivision. Its architecture is very distinctive and decidedly "Quebecois".

The last passenger train (VIA No. 177) cleared Masson -Buckingham Junction on November 14, 1981. Since then the facility has been used by Maintenance of Way crews.

Now CP wants to remove it. The town council is interested in acquiring it and turning it into a tourist site in a move reminiscent of the community of Montebello to the east where two years ago, the community moved the distinctive log station there to a prominent location on the main street.

A feasibility study has been commissioned. Here's hoping that they are successful.

**21/08/1991 West Quebec Post Lachute Masson**

TOWN COUNCIL TO CONSIDER FATE OF MASSON/BUCKINGHAM JUNCTION STATION: To the west of Lachute lies the community of Masson which boasts a hyphenated station name, "Masson - Buckingham Junction". The latter signifies that Masson is the junction with the 4 plus mile "Buckingham Subdivision", which serves its name sake community at the top of the hill overlooking Masson, which is situated on the edge of the Ottawa River.

The station there is a long frame structure, dating back to the Quebec, Montreal and Occidental Railway, the original builders of the Lachute Subdivision. Its architecture is very distinctive and decidedly "Quebecois".

The last passenger train (VIA No. 177) cleared Masson -Buckingham Junction on November 14, 1981. Since then the facility has been used by Maintenance of Way crews.

Now CP wants to remove it. The town council is interested in acquiring it and turning it into a tourist site in a move reminiscent of the community of Montebello to the east where two years ago, the community moved the distinctive log station there to a prominent location on the main street.

A feasibility study has been commissioned. Here's hoping that they are successful.

**21/10/1991 L'Argenteuil Watchman Lachute**

CP Rail shows tremendous patience over disposal of stations.

Canadian pacific does not seem overly anxious to proceed with plans for the disposal of its stations at Lachute and Calumet, Quebec. Both facilities are surplus to company requirements. In each case community support for their retention has been strong and the company - in the case of Calumet - has given the town two years to come up with the funding to acquire the facility and convert it into a library. Proposals for the Lachute station are still under consideration with a Save the Station Committee holding an open house on October 23.

**23/10/1991 West Quebec Post Lachute Montebello**

Recession closes station gallery.

Financial difficulties have lead to the closure of the tourist information bureau and art gallery, located in the former Canadian Pacific station in Montebello, Quebec.

Built of logs - to match the Chateau Montebello - the station was moved from its trackside location to the town's main street in the summer of 1989 and shortly thereafter, opened as a tourist bureau and art gallery.

According to the art gallery owner, the station has been "a victim of recession." At the moment the Board of Directors is soliciting the provincial government for funding.

**21/08/1993 Le Droit Lachute Montebello**

ALL ABOARD FOR MONTEBELLO?: Negotiations are now taking place between la Compagnie de chemin de fer Choo Choo Inc., operators of the Hull, Gatineau and Chelsea Railway, and CP Hotels' Le Chateau Montebello about the operation of a steam tourist train from Hull to Montebello, Quebec, over CP Rail's partially embargoed Lachute Subdivision. The project has the backing of area municipalities as well as hotel management. What is unclear is CP Rail's position. Were some type of accord to be reached, Choo Choo Inc., has stated that additional equipment would be purchased from Sweden to operate the service. Currently Choo Choo Inc. operates the Wakefield steam train from Hull to Wakefield, Quebec. (Branchline)

**07/12/1993 Le Droit Lachute Montebello**

MONTEBELLO STEAM TRAIN: Choo Choo Inc., the company which operates the Hull-Wakefield steam tourist train, is negotiating a deal with CP Hotels and CP Rail System to run steam-powered tourist excursions between Hull, Quebec, and CP Hotels' Chateau Montebello in Montebello, Quebec. The hotel is located adjacent to the partially-embargoed Lachute Subdivision. According to Choo Choo Inc. president Marc Grondin, "We have had several requests and have made a marketing study which proves we could undertake excursions to Montebello. It's further than Wakefield, but the track is easier and regulations would allow us to go faster so the trip could be made in less than two hours. If the operation goes through, it will be financed entirely from private sector investments, unlike the Wakefield operation which is a combination of government (all levels) and private money. In anticipation of the new service, Grondin has indicated that he would purchase two additional locomotives plus cars. The origin of the new rolling stock is uncertain. Some press accounts have stated that it would be Swedish equipment while there are other suggestions that North American equipment (from the United States) might be utilized. (Branchline)

**09/03/1994 West Quebec Post Lachute**

SAVE THE LACHUTE SUBDIVISION: A group from Quebec's lower Ottawa Valley wants to prevent Canadian Pacific from abandoning its Lachute Subdivision between St-Augustin and Thurso. The line has been identified for a possible tourist train operation which would focus on the world-famous Chateau Montebello Hotel in Montebello. According to Papineau MNA Norm MacMillan, "Montebello wants to do something like the Wakefield tourist train. I can understand CP Rail wanting to close down the track if they're not making any money, but maybe we can", said MacMillan (Branchline).

**08/03/1995 West Quebec Post Lachute**

LOG TRAINS ROLL ON THE LACHUTE SUBDIVISION. After a lengthy absence, log trains have returned to CP Rail System's Lachute Subdivision. The western end of the line, which follows the north shore of the Ottawa River, serves a number of pulp and paper mills and, in its glory days, also carried many shipments of logs. This traffic disappeared for a number of years but is now back, thanks to poor local demand for softwood logs and a surging demand south of the border. Tonnes of hemlock logs are being shipped by rail from Buckingham to Glens Falls, New York. The 400 km journey is cheaper by rail than using logging trucks. There are also plans to ship logs to Trois-Rivieres, Quebec, as well as Quebec City. (Branchline)

Company endorses railbus study.

Canadian Pacific will participate in a study of the use of busses on rail corridors in the National Capital Region. This study, launched by the Outaouais Regional Government, will examine the use of commuter busses on rail rights-of-way. The regional Government launched the study after rejecting a CP Rail proposal to set up an inter-provincial commuter rail system linking Gatineau and Hull, Quebec with Ottawa.

17/10/1995 La Presse

Lachute

PROVINCE PROTECTS LACHUTE SUBDIVISION FROM ABANDONMENT: The Province of Quebec has moved to prevent Canadian Pacific from dismantling that portion of its Lachute Subdivision between a point near Ste-Therese (mileage 28.0) and a point near Thurso (mileage 90.1). The company had received the necessary authority from the NTA to abandon the segment.

The Province of Quebec was able to invoke its Law on Special Development and Urban Planning to save the line, following requests made from politicians of affected communities along the line. The law protects the line from abandonment for up to two years, after which decisions will be required as to whether or not the abandonment will be allowed.

The Lachute Subdivision connects Montreal and Ottawa and is the only CP line to do so on a direct basis. Presently, the line is operated as two segments. Service from Montreal to Ste-Therese is provided by trains operating out of St-Luc Yard while service from Thurso west is provided by trains operating out of Ottawa. Most traffic between Thurso and Ottawa is forwarded to CP's main line via Bedell and a connection with the Winchester Subdivision. (Branchline)

Saturday

02/02/2008

Ottawa Citizen

Lachute

Quebec railway upgrade coming

The federal and Quebec governments will spend \$14 million to upgrade the Quebec-Gatineau railway by replacing railway ties and ballast along the 483-kilometre freight line between Quebec City and Gatineau. The railway links industrial centres in Quebec City, Montreal, Lachute and Gatineau. Genesee Rail- One the Canadian subsidiary of Genesee & Wyoming Inc. bought the line from CP rail in 1997. The regional railway ships products such as wood, paper, particle board, ore over short lines to the U.S.

Saturday

01/05/2010

Ottawa Citizen

Lachute

Hull

Gatineau's transit company has bought the rail line between the Prince of Wales rail bridge and Montée Paiement to build a busway, but its plans should hearten Ottawa transit advocates who still hope to see commuter trains cross the Ottawa River.

Spokeswoman Céline Gauthier said the Société de transport de l'Outaouais will pay Chemins de fer Québec-Gatineau Inc. \$2.5 million for the 15-kilometre disused rail line. The STO plans to remove the track on land to complete a 12-station \$233.5-million bus transitway by fall 2011.

But Gauthier said the STO will rebuild the rail line next to the Gatineau busway when the road is completed, in case the line is needed in the future. The STO will own the line through the Société de transport ferroviaire de Gatineau (Gatineau Railway Company).

The City of Ottawa owns the Prince of Wales Bridge, which links the STO's new rail line with the current end of Ottawa's O-Train line at Bayview. The city bought it from Canadian Pacific in 2004, with an eye to someday extending Ottawa's rail service to collect and drop off passengers on the Gatineau side. Gatineau has resisted, since it settled on a bus-based system for its transit future, but the STO's promise to re-lay tracks to the bridge at least leaves open the possibility of a rail connection between the cities.

"We are working on a study of a link between the two cities with the National Capital Commission and the City of Ottawa," Gauthier said. "The options for linking downtown Ottawa to the downtown Hull sector will be released this summer or fall.

"There will be several crossing options, but I can't say what they will be. We don't know yet whether one of the crossings could be the Prince of Wales Bridge which is owned by the City of Ottawa."

Marie Lemay, the chief executive of the NCC, said the study will determine how to integrate the two transit systems.

"They are looking at a number of short-, medium- and long-term solutions and I hope we will be able to share those with the public in June," Lemay said. "The Prince of Wales Bridge is definitely being considered in all the scenarios.

"Another thing that is being examined is a commuter loop around Confederation Boulevard. At the end of the day the STO and OC Transpo will have to agree with the results of the study because we can't impose a solution."

Read more: <http://www.ottawacitizen.com/Gatineau+transit+rail+line+purchase+keeps+commuter+train+dream+alive/2973054/story.html#ixzz0n3R8eKgS>

Wednesday

06/05/2015

CBC News

Lachute

CBC News May 6 Wed

The historic Wakefield steam train that's been offline for the past four years could be back on the rails by 2017, but its new route likely won't take it through the town that made it famous.

The Compagnie de Chemin de Fer de l'Outaouais, or CCFO — the corporation managed by the municipalities of Gatineau, Chelsea and La Pêche that oversees the train — decided Wednesday on its new route, which will run from Masson-Angers to Montebello.

The Montebello route was chosen over two other proposals: an urban route through Gatineau and another route that would have taken the tourist train back to Wakefield.

'Confused and disappointed'

The decision to run the train to Montebello instead of Wakefield is an unfortunate one, said Marc Fournier, president of the Wakefield Steam Group.

"We're confused and disappointed. We've fulfilled all the requirements and still we end up with no project," said Fournier, who owns a confectionery in the town. "It belongs in Wakefield."

Fournier added he's not ruling out the possibility his group will buy a different vintage steam train and operate its own tourist run.

The century-old train hasn't been in operation since 2011 when the rail bed between Gatineau and Wakefield was washed out during heavy rains.

The promoters of the Montebello route now have until the end of August to get their finances in place and shorten the route from the current three hours to 90 minutes.

If all the requirements are met, the train could be in operation along the new route by 2017.