

Local Railway Items from Area Papers - 1948

07/01/1948 *Ottawa Citizen*

Renfrew

Bank Street

Fire Threatens Gas Tank Car
Train Crew, Firemen Prevent Explosion

An explosion of serious proportions was narrowly averted shortly before five o'clock this morning, when firefighters extinguished a small but fiercely blazing pool of gasoline which threatened to ignite a gasoline-filled tank car in the Bank street railway yards.

Some of the flaming liquid spilled over and set afire the clothing of Michael Rantis, a yard helper, who was standing beside the car. He extinguished his burning clothing quickly by rolling in the snow and suffered only minor burns which did not require hospital treatment.

Other freight cars which stood near the threatened tank car were quickly hooked- on to an engine driven by Engineer E. Emard and hauled to safety while Yardmaster J. R. Timlin and other railroad employes attempted to put out the flaming gasoline.

More than 20 minutes' work was required to quell the stubborn blaze as the threatened tank car was shunted further up the tracks and away from the flames.

The fire is believed to have been caused by a loosely fitting cap on the top of the tank car which permitted the contents to spray into the air as the car was being shunted. Droplets of the highly volatile fuel apparently splashed against the hot surface of a brakeman's lantern immediately setting fire to a pool of gasoline which had formed in the snow at the side of the railway tracks.

While nearby railway employes struggled to control the blaze, an alarm was turned into the Ottawa fire department from the corner of Roseberry avenue and Bank street.

Checked With Sand

Within minutes after receiving the alarm men and equipment from four stations arrived on the scene and under the direction of Deputy Chief Carl Dunning held the blaze in check with sand and chemical extinguishers. So difficult was the fire to quell that firemen stood by with additional equipment while the blaze was permitted to burn itself out.

A fire department official declared that if the licking flames had been able to reach the top of the tank car where the loose cap was situated, the entire tank which contained thousands of gallons of gasoline would have exploded, creating damage for blocks around.

Only the speed and efficiency of the fire department in getting to the scene and the alertness of railway employes who immediately recognized the danger, prevented an explosion which, according to experts, would have rocked the city like an earthquake.

13/01/1948 *Ottawa Citizen*

Ottawa Electric

Renew Contract Between OER And Hull Council

Hull City Council last evening unanimously agreed to renew a contract with the Ottawa Electric Street Railway Company permitting the company to continue to operate its street cars from Ottawa to Hull until 1952. After this date, the council at the request of the company may agree to renew the contract yearly.

The main clauses of the contract are: the company agrees to pay a business tax of \$1,000 a year; use same type of cars as those operating on other lines in Ottawa; maintain it's right of way and terminus in Hull in good conditions; give a six minute service from 6 a.m., to midnight. The adoption of the contract was proposed by Ald Henri Gauthier and E. Berault.

The various clauses of the contract had been studied at a recent meeting and last evening the only change requested was that bilingual operators be maintained on the Hull line.

29/01/1948 *Ottawa Citizen*

Alexandria

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

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

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

31/01/1948 *Ottawa Citizen*

Beachburg

Smyth Road

Train Hits Auto Two Men Injured

Allan B. Turner, former city of Ottawa controller and clerk at the Rideau Health center.. Billings Bridge, narrowly escaped death Tuesday evening, when the taxi in which he was a passenger was struck by a Toronto-bound train at the Smith [sic] road crossing.

The driver of the taxi, C. A Livingstone, 31 Fifth avenue, suffered internal injuries and shock when the taxi skidded onto the tracks and was struck on the left rear end by the oncoming train.

An Uplands bus, returning from its scheduled run from the health center stopped and returned the injured men to the center for treatment. Mr. Turner received two broken ribs and other injuries. Mr. Livingstone, following treatment, was removed to the Civic hospital where he was detailed for observation. Mr. Turner is under the care of Dr. T. C. Smith, chief medical officer, Rideau Health center.

31/01/1948 *Ottawa Citizen*

Renfrew

Graham Bay

2 men escape as heavy van crashes train.

Two men had a close brush with death in a spectacular accident last night, when a 12-ton Fournier Storage van plowed into a moving CNR freight train at Graham's Bay. The mishap occurred at the railroad crossing intersecting Highway No. 15, about one mile southwest of Britannia.

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.

Motorist Escapes Serious Accident

An unidentified motorist, believed from Montreal, narrowly escaped serious injury and possible death when he careened his car into a ditch on Carling avenue to avoid striking a slow moving CPR train late Friday afternoon

Police reported the driver was headed east on Carling avenue and, apparently noticing the warning signal at the crossing 200 feet west of Preston street, slid his car into an eight foot ditch on the south side of the roadway.

Alighting from his vehicle, unharmed according to a passerby, the motorist calmly walked to a nearby restaurant and telephoned a service station to have his car towed away for any repairs it needed. He left no name and other than informing the garage operator that he would be back Monday for his car.

16/02/1948 *Ottawa Citizen*

Alexandria

Russell Road

Car Hits Train Three Persons Gravely Hurt

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

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

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

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

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

Saw Train Too Late

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

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

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

17/02/1948 *Ottawa Citizen*

Ottawa Electric

Ottawa Votes to Buy OER by a Majority of Four to One

Nobody seemed surprised that Ottawa property holders had voted for the city to take over the Ottawa Electric Railway on yesterday's plebiscite, but what did surprise not a few was the 4 to 1 mandate.

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17/02/1948 *Kingston Whig Standard*

Kingston (CP)

Keeping Line in Working Order Job of Men at Old Roundhouse

By Reg. Redmond

INGENUITY is the watch-word at the Canadian Pacific Railway roundhouse near the foot of North Street. All running repairs to four locomotives, five day coaches and an average of 20 freight cars are daily performed by four men. This quartet keeps a 24-hour watch over their charges.

The locomotive department is staffed only by H. R. Davis, chargineman or locomotive foreman. Sole member of the car department is A. A. Potter, car inspector. General work is done by Joseph Harten. Thomas Roberts alone stands the night trick.

While major tests and repairs are not done at Kingston, the roundhouse crew finds plenty to keep it busy. One of Mr. Davis' chief responsibilities is watering engine boilers. This calls for great care as because if a boiler is too full, water gets into the cylinders and bursts them.

Eighteen journal boxes must be inspected and oiled every time an engine arrives. Save for the vigilance and care of the one-man locomotive department, an engine might develop a "hot box" with disastrous results.

* * *

DRIVE WHEELS journals and rods must be greased after every run. Cylinders and [the] air pump must be oiled and a hydrostatic lubricator must never be allowed to go dry. This special lubricator supplies heat-resistant oil to pistons, valves and the steam end of [the] compressor.

All this is just routine to Mr. Davis. But when a minor breakdown occurs, he must repair broken parts before sending the engine back on its daily run. He devises means of stopping a cracked boiler or leaky fitting. "When an engine comes in here with a cracked boiler I have to caulk it or the locomotive will die on the road" explained Mr. Davis.

Each spring is examined to make sure it is neither broken nor weak. A weak spring might allow a wheel to rub against the engine's firebox. Dynamo repairs [illegible.....] are all in the roundhouse chargineman's line of duty.

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ROUTINE WORK in Mr. Potter's department includes filling coaches' drinking and washing water tanks, cleaning and putting ice in drinking water tanks. Coaches on the Kingston-Pembroke line are gas-lighted. Mr. Potter is responsible for filling each coach's Pintsch gas tanks.

Before a coach or car leaves the roundhouse its doors and draft gear, couplers and drawbars must be checked. A snapped coupler is a stroke of grief to Mr. Potter. These massive metal links are more than a one-man load. When one breaks in the yard he musters all hands to help install a new one. A whole truck must be dismantled to make this repair.

Air pipes are another worry. Pipes under the cars and hoses between them are inspected daily. Any breaks are repaired locally so the car will be safe for the road. Repairs, which might seem minor to a large car or coach shop, take on giant proportions, taxing ingenuity to the limit, when set before one carman and a helper. Duties of this department even include emergency coaling. Regular coaling is done at Tichborne.

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LOCOMOTIVES and coaches occasionally get "flat tires" although in railway terminology they are called "slid wheels". In fall when leaves get crushed on rails, wheels may slip and flatten. These must be made safe for travel, even if complete repairs are made later at a larger shop. In mixed trains, coaches separated from the engine are heated by small stoves which in Kingston are tended by Mr. Potter.

One of Mr. Harten's duties is keeping steam in a boiler which heats coaches standing in the roundhouse yard. The Sharbot Lake train leaves at 8.38 a.m. and, on its return run, arrives at 7.45. The Renfrew train arriving at 5.15 p.m. and leaving at 10.30 a.m. keeps three engines in [illegible....]

Train Hits Car Two Men Hurt One Seriously

Two Belleville men were injured, one seriously, when their Ottawa-bound car was struck by the first section of the west-bound Toronto pool train at the CPR crossing, Billings Bridge, about 11.15 o'clock last night.

Rushed to 'General Hospital was Arthur Richardson, 32, of 232 Front street, Belleville, driver of the car, who suffered severe chest injuries, fractured rib and lacerations to the face. His condition was described as "fair" today.

Richard Rogers, 37, of 312 Dufferin road, Belleville, passenger in the front seat of the car, was treated for a bruised right leg and thigh at the hospital.

The automobile, a 1941 coach, was struck by the train's engine at the right front door, carried a short distance and then flung south of the crossing. It came to rest without overturning facing south on the west side of the highway.

Rogers, owner of the car, told *The Citizen* he saw the train through the frosted windows of the car and yelled to the driver: "It's going to hit us."

Skidded Auto Track

Richardson jammed on the brakes, he said, but he failed to bring the car to a stop before the crossing. Rogers said he thought if he hadn't shouted to Richardson "we might have made it" ahead of the train. First section of the Toronto pool train, the train left Ottawa Union Station at 11 o'clock. The train resumed its journey at 12.15 after a delay of almost an hour.

When the car came to a halt after being flung from the crossing, Rogers leaped out and phoned the Provincial Police office. The men were taken to hospital for treatment following the arrival of Provincial Constable Gordon Jack. Richardson was taken to hospital in an Exclusive Ambulance. Ambulance attendants were Robert Hannah and George Gear.

Father, Daughter Die In Crossing Accident

Ivan Christie, 64-year-old bailiff of Mountain, Ont., and his daughter, Shirley, teacher at an Ottawa school beginning a weekend visit home, were fatally injured when their car was struck by a fast CPR Mountain-bound freight train at Mountain station shortly after eight o'clock last night.

Mr. Christie died almost instantly and the injured young woman was rushed to the Ottawa Civic hospital where she died early this morning.

The local passenger train on which Miss Christie had travelled from Ottawa, pulling away from the station, prevented Mr. Christie from seeing the freight train approaching from the opposite direction. He was following another automobile over the crossing when the train hit his car midway along its right side.

Miss Christie was a teacher at Elgin street school. Charles A Christie, teacher at Nepean High school, is a son of the dead man.

As soon as his daughter entered the car after alighting from the train. Mr. Christie drove away from the station, close behind an other automobile. Both cars waited for the passenger train to move west over the crossing on the north track. The first car crossed the double tracks safely but Mr. Christie's car was struck by the eastbound freight, on the south track.

Carried 300 Yards

With both occupants still inside, the car was carried a distance of 300 yards before the train could be stopped. When witnesses reached the wrecked automobile, Mr. Christie was dead. His daughter was found in the back seat but her shoes were picked up alongside the tracks between the crossing and the wreck.

The car had to be removed from the tracks by a towing truck before the train could proceed.

Ontario Provincial Constables G. E. Code and E. Wellsley, of the Morrisburg detachment, made the police' investigation. Dr. C. R. Marcellus, of Iroquois, county coroner, was summoned to the scene.

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 manoeuvred 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 divisional 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.

26/03/1948 *Ottawa Citizen**Alexandria**Casselman***Train Delayed**

The New York-Montreal-Ottawa CNR train due in The Capital at 12.45 p.m. yesterday, pulled into Union Station more than an hour and a half late at 2.20 p.m.

The delay was caused by a breakdown of the huge locomotive at Casselman. Passengers waited while an engine was rushed from Ottawa and coupled onto the stranded train, after which it was brought to Ottawa.

10/04/1948 *Ottawa Citizen**L'Orignal***Believe Railway May Reopen Hawkeshury Line****Special To The Citizen**

HAWKESBURY Unconfirmed reports here said that the three CNR officials who visited this area this week were examining the district in connection with a possible re-laying of the CNR Ottawa-Montreal line, formerly-known as the short line.

The line in question was torn up some ten years ago and the land affected returned to the farmers bordering the tracks.

None of the officials, all members of the CNR's development and industrial board, would confirm or deny these reports.

It is known, however, that the mounting freight traffic on the CNR line through Coteau, Que., to Ottawa and other western points has frequently dislocated passenger-train schedules. Chief source of the heavy freight load on the line is the shipment of pulpwood to Gatineau and other paper mills in the area.

Re-laying of the old "short line" would relieve congestion on the main line to a large degree, it is believed here.

21/04/1948 *Ottawa Citizen**Lachute**Lachute***3 Dead, 3 Hurt, When Train Hits Car At Crossing**

LACHUTE Three persons were killed and three others severely injured last night, when their automobile was struck by the Canadian Pacific Railway's Ottawa-Montreal train at Symonds crossing, one mile from Lachute station.

Police said that Robillard had apparently failed to see the train during a driving rain storm and that the train ploughed into the auto, hurling debris hundreds of feet.

05/05/1948 *Ottawa Citizen**Brockville***Charge Driver Of School Bus**

BROCKVILLE A charge of dangerous driving will be laid against John Williams, of Fairfield East, driver of a school bus involved in an accident Friday which resulted in the death of Marjorie Dixon, 10, Crown authorities said today. The bus crashed into an Ottawa-bound CPR train seven miles north of here. The driver and eight other children escaped injury. Williams will appear in court May 12.

06/05/1948 *Ottawa Citizen* *Locksley*

Cars Derailed Near Pembroke

Several railway cars were thrown off the CNR line, six miles south of Golden Lake at 11 a.m. yesterday when a freight train travelling through from Pembroke was derailed. CNR officials in Ottawa and Pembroke said no one was injured in the accident. They added that an investigation was being carried out but that the cause of the derailment had not yet been discovered.

31/05/1948 *Ottawa Citizen* *Beachburg* *Billings*

No Date Set Yet For Inquest On Train Victim

Chief Coroner Dr. W. T. Shirreff stated yesterday that no date had been decided upon as yet for the inquest into the death early Saturday morning of 22-year-old Lucien Joannis, 53 Carruthers avenue, who was killed instantly, when the truck he was driving was struck by a CNR passenger train from Vancouver at a level crossing on the Walkley road near Billings Bridge.

Mr. Joannis, a driver for Ostafichuk's Cartage, 760 Gladstone avenue, was hauling sand and gravel for the Dibblee Construction Company on the Walkley road and was en route there for a load when the accident occurred.

Provincial Police Constable J. B. McNeil was continuing his investigation into the crash over the weekend but it was still un known how Joannis failed to notice the speeding train approaching the crossing. The crossing is an open one and affords a clear view up and down the tracks.

01/06/1948 *Ottawa Citizen* *Alexandria* *Ottawa Union*

Police Seize Man On Train

Arrested by Sgt. J. A. Stringer of the Ontario provincial police, aboard a Brockville-bound train as it moved out of the Union Station at 10.20 a.m. today. Lionel Lafleur, 26, of 70 Barrett street Eastview, faces a charge of armed robbery in connection with the theft of an Ottawa taxi on May 23.

Previously arrested and simillarly charged were Frank. Gromoll, 32, McArthur road, Eastview and Archibald Morrison, 29, of Winnipeg. They were taken in custody of his cab by three men who drove off toward Orleans.

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

Jump From Train

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

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

11/06/1948 *Ottawa Journal* *Lachute* *Thurso*

Thurso to Have New Station

Thurso June 10. Thurso will soon have a new station to replace the one destroyed by fire last December 23. Plans have already been approved by the local council, and building will be started by the Canadian Pacific Railway at the end of the month.

Of attractive brick design, the station will contain every possible comfort. One section will be of two storeys with offices on the lower floor and the station master's quarters on the upper. The other section, with a novel roof design, will house the waiting rooms and the baggage and express accommodation.

To avoid the blocking of Galipeau street by trains standing in the station, the new building will be 80 feet away from the former location. This will not be the first time that Thurso's station has been moved. In 1927, the one recently destroyed by fire, was shifted and renovated.

23/06/1948 *Ottawa Citizen* *Beachburg*

Rule Accidental Death Of J. M. L. Joannis

A coroner's jury last night ruled accidental the death of Joseph M. L. Joannis, 22, of 53 Carruthers avenue, who was fatally injured May 29 when the truck he was driving was struck by a CNR transcontinental train at the Walkley Road crossing near Billings Bridge.

The jury added a recommendation for a signals standard to be placed 300 feet southwest of the crossing "due to the increase of traffic at that particular cross-ing."

Witnesses heard at the inquest, held in the county courthouse, were: Dr. J. O. Patton, Provincial Constable J. B. McNeill, John Ostafichuk, the victim's employer; George Pumble, train engineer; Edgar Olive, train fireman; Marcel Joannis, brother of the victim; and Edwin Wall, superintendent of Dibblee Construction Company Ltd.

Crown Attorney Raoul Mercier, KC, questioned the witnesses. The jury was empanelled by Coroner Dr. W. T. Shirreff

02/07/1948 *Ottawa Citizen* *Alexandria* *Ottawa Union*

OBG Members Off To Camp

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

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

"That before breakfast," panted the perspiring parents. "Thank goodness, the rest of the day is a holiday."

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

02/07/1948 *Ottawa Citizen* *Renfrew* *Ottawa, Carling avenue*

Orangemen get ready

Nine special trains to bring crowds here.

Arrangements were announced today for the arrival during the morning of July 12, of nine special trains which will bring lodges to Ottawa for the celebration of the centenary of the Carleton County Orange Lodge at Lansdowne Park.

A temporary railway station will be provided at the siding on Carling avenue, west of the Experimental Farm, where King George and Queen Elizabeth stepped from the Royal train nine years ago for their Ottawa visit.

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Asks Probe At Cornwall
Special To The Citizen

CORNWALL Mayor Lloyd Gallinger today called for a full investigation into the cause of the accident which occurred last night when a freight locomotive ran wild on the town's main street.

The mayor said city council would be called upon at its next meeting to pass a resolution asking the Canadian Pacific Railway for a detailed probe of the incident.

The runaway engine careened down Pitt street, overturned and came to a stop on the edge of a verandah. Four people, two members of the engine crew and two persons who were waiting for a street car were slightly injured In the spectacular crash.

A wrecking crew from Montreal worked through the night removing the 98-ton locomotive. By mid-morning conditions had returned to near-normal on Pitt street north. Street car traffic, re-routed after the accident, was again running on the customary routes.

The locomotive was lifted back on the railway tracks by a giant crane. It was not badly damaged but it will be about a month before it is put back in operation. The engine was taken to the nearby CPR yards.

09/07/1948 *Ottawa Journal**Cornwall**Cornwall*

RunawayTrain Probe Asked

CORNWALL, July , (Spe cial) Mayor Lloyd Gallinger said today the city will demand a full investigation Into the accident in which a runaway freight train careened down Pitt street Thursday before the locomotive toppled over: Three persons suffered minor injuries and two motor vehicles were demolished. The parked vehicles were flattened when the engine fell on them.

The overturned locomotive was removed from its sprawling position on the street early today, after a wrecking crew from Montreal had worked throughout the night The locomotive was lifted by a crane and taken to the nearby CPR yards. An official said the engine would be In working order within a month.

Street car traffic, which was re-routed following the accident returned to normal this morning.

The 98-ton locomotive, from which the engineer and fireman leaped, came to rest a few feet from a dwelling occupied by Mr. and Mrs. Albert Lalonde. Mr. Lalonde was covered with soot and suffered minor hand burns, when the engine turned over practically on his front doorstep. The Lalondes were standing on their verandah awaiting a street car when they saw the plunging freight train bearing down on them.

Runaway Engine Overturns on Pitt Street
Roars Off Siding as Controls Jam: Two Cars Smashed
Minor Collision in Yard Starts Trouble; All Clear Today
Anything can happen in Cornwall.

That's the consensus of residents of this busy little industrial city after seeing a runaway CPR freight engine overturn on Pitt Street Thursday afternoon at the height of supertime traffic, while its nine errant box cars did an adagio down the centre of the street on a street railway track without further mishap.

When it was all over, the toll stood at one car and one truck crushed beneath the overturned engine, the engineer and fireman slightly injured, one man with slightly burned hands and his wife in a high state of hysteria.

Order was restored early this morning after a wrecking crew righted the overturned engine in a three-hour tussle.

Mayor Lloyd D. Gallinger said this morning he intends to order a full investigation into the accident.

Engineer William Nicholson, 52, of Montreal, and Fireman Gerald Suffel, 25, of Ottawa, gave their version of the unusual accident.

"We were backing up with nine freight cars on No. 2 siding," said the engineer. "Without warning several freight cars which had already been shunted on No. 1 siding started to roll down grade and struck the cab of the engine a glancing blow. The top of the cab was torn off by the impact and steam filled the cab from broken pipes. Our air pipes were also broken.

Controls Jammed

"When I tried to get the engine out of reverse I found the reverse gear and throttle both jammed by debris. It was impossible to stop the engine. We both jumped off the engine when she was doing about 15 miles per hour and was picking up speed at the Sydney street crossing."

His story was corroborated by the fireman. Mr. Nicholson suffered a gash on his head at the time of impact which required five stitches to close, while his fireman suffered a sprained ankle in the leap from the cab.

The runaway engine then continued on out to Pitt street. The box and tank cars negotiated the turn onto Pitt street safely, but the engine left the rails, breaking free from the cars and toppling over.

It narrowly missed several pedestrians who scuttled to safety.

Mr. and Mrs. Albert Lalonde, 526 Pitt Street, were standing on the verandah of their home waiting for a streetcar. The engine toppled over practically at their feet. Mr. Lalonde suffered burned hands as he dashed into the house to escape being crushed. His wife collapsed from hysteria and shock while the house was filled with smoke and steam from the overturned engine.

Both were taken to hospital for treatment. Later they were released.

Doing "Dipsydoodle"

"They may say those cars were only going 15 miles per hour, but I'll stake my life they were going 50," said Mr. Lalonde today as he rested at his home. "The box cars were doing a dipsydoodle and my wife ran into the house. I waited outside expecting the electric engine.

"All of a sudden, the big black engine came around the corner on two wheels and started to slide right up to the verandah where I was standing. I couldn't see anything for dust after it hit the verandah. I tried to come in the door and it was jammed.

"I went to run back and something pushed me against the house. I was knocked out for a second and then I got clear."

Mrs. Lalonde said: "For me it was just awful. I was just inside the door when the engine hit. It was too much for me to even think. Bert was outside and he was all I could even think of. Next thing I knew I met him at the back. I guess the relief at seeing him was too much for me."

Arnold Pitts, East Front, had just parked his car in front of 524 Pitt street. His father, Garnet was in the rear seat of the car while Arnold went to get some water from Albert Lalonde, to whom he is related.

Garnet Pitts saw the runaway engine approaching and jumped from the car. As he did, he said he was struck by "something" and buried to his waist in coal. Water from the tender sloshed all over him. He managed to work himself free and suffered injury to his right foot. He was taken to hospital where he was to undergo X-rays this morning.

A panel delivery truck owned by Edwards Electric Company, which was parked between the two houses, was also crushed beneath the overturned engine.

The runaway box and tank cars meanwhile continued for several blocks down Pitt street, negotiating a slight upward grade and then rolling back towards the overturned engine. They were brought to a halt by a man who applied the emergency brakes but not before several cars had been derailed.

Firemen rushed to the scene and rigged lines of hose in case fire should break out, while police and bystanders searched around the locomotive and the wrecked cars to see if anyone had been trapped.

The area around the crash scene was roped off as a broken hydro pole supporting high tension wires posed a threat.

Word of the mishap was immediately forwarded to Montreal and a wrecking crew was shipped to remove the overturned engine.

Many Spectators

Hundreds of curious citizens flocked to the scene during the examining. Streets of service on the Pitt street and belt lines was rerouted because of the wrecked locomotive.

Street railway linemen cleared away a section of the trolley [sic] in the wreck area to allow freedom of movement for the derrick which arrived shortly before midnight.

There was a delay while the track was prepared to bring in the engine crane which was to move the locomotive and work actually got under way shortly before 2 a.m. Three hours later engine and tender were back on the tracks, the huge crane handling the 90-ton locomotive with deceptive ease under the careful guidance of the salvage foreman.

A hop crew then took over preparations of the engine for her trip to the shops and refitting.

Meanwhile, an auto salvage crew hauled away the wreckage of the crushed car and truck, while linemen replaced streetcar trolleys in preparation for resumption of service.

By daybreak, all that remained as a reminder of the unusual incident was a section of badly battered pavement and sidewalk.

Train kills 10-year old at Arnprior.

Robert Moore, 10-year-old son of Mr. and Mrs. Barclay Moore of Braeside, was instantly killed and his father suffered severe head lacerations and shock when a truck smashed into Canadian National eastbound No. 90 passenger train at the Russell street crossing in Arnprior yesterday afternoon.

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Locomotive Wrecks Auto, Crashed Cornwall House

A runaway freight train that lumbered down street-car tracks on the main street, Pitt street, gave Cornwall residents a scare last night,

An unscheduled trip ended when the locomotive broke loose from its nine freight cars, toppled on a sharp curve and smashed into a verandah on which two people were waiting for one of the city's red street-cars.

Four injured

Engineer William Nicholson, 52, of Montreal and Fireman Gerald Suffle, 25, of Ottawa leaped from the cab just before the locomotive overturned. Nicholson suffered a head cut which required five stitches to close. Suffle sprained his ankle. Both men were released after treatment at hospital for their injuries.

Albert Lalonde who, with his wife, had been waiting for the street-car, suffered burns from steam after the engine landed almost on the verandah. Both Mr. and Mrs. Lalonde were taken to hospital, where Mrs. Lalonde was treated for shock.

After the accident, thousands of curious onlookers converged on the scene of the crash. Cars and bicycles blocked many roads and at times police traffic constables were unable to clear Pitt street of the surging mob.

The locomotive, in addition to wrecking the verandah, flattened an automobile and damaged a light truck parked near the car.

"It was awful".

"It was awful, terrible," one witness, Mrs Arthur Parker of Cornwall stated. "Steam and water spurted all over the place, coal scattered all over the lawn and the cement curb was all torn up."

Timbers from the wrecked verandah lay strewn over the dug up lawn, some scattered several feet away.

Arnold Pitts of Cornwall was sitting in his automobile when he saw the train come around a corner of Pitt street, the main thoroughfare. He jumped from the car seconds before the toppling engine flattened it.

A panel truck near the Pitts car was damaged.

All the freight cars remained upright after the engine became uncoupled. They coasted to a stop.

Railway officials said the locomotive, a switching engine, had been standing on a siding which connected with the street-car track system when freight cars broke loose on another siding and struck it. The impact apparently jammed a gear and started the locomotive off in reverse, pushing the nine freight cars.

Extinguish Fire

City firemen extinguished the fire in the toppled locomotive firebox. CPR wrecking equipment was being sent from Montreal to remove the locomotive from its resting place on Pitt street three blocks north of the main business area. At midnight the wrecking crews had not yet arrived in Cornwall but were expected "any minute now."

The Cornwall Street Railway System operates a switching service for the many industries of the city. These firms have sidings at the three railway yards in Cornwall and their freight is hauled from the sidings to the factories by the street railway system.

But where the companies have no direct siding from a railway yard, the street railway hauls the freight and tank cars along their own recently-installed rails on back streets. Until a few years ago freight cars ran on Pitt street

The locomotive had been standing on a siding which runs into Pitt street opposite the foot of Sixth street. When the nine freight cars, shunted from a parallel siding, rammed into the rear of the standing locomotive, the engine began to move in reverse, pushing the freight cars towards Pitt street.

At the curve leading on to Pitt street, the freight cars became uncoupled but continued to roll south down the main street. They eventually coasted to a halt.

The locomotive, however, jumped the tracks after rounding the corner and crashed into the verandah of the Lalonde home, the sixth house from the junction of the street railway and the railway tracks.

Locomotive on "Runaway" Injures Three in Cornwall

CORNWALL, July 8-(Special). Its throttle jammed in reverse gear and its air and steam brakes smashed, a runaway freight locomotive injured three persons and demolished an automobile and a truck when it ran down Pitt street north, pushing nine box cars, late this afternoon.

The locomotive moved in reverse off a siding, owned by the Cornwall Street Railway Company, when the string of empty box cars crashed into it from another siding. The collision tore off the cab roof and jammed the throttle and brakes.

When the locomotive began to push the box cars along the street railway tracks down Pitt street, the engineer and fireman jumped clear.

The motor vehicles were demolished when the locomotive turned over after becoming uncoupled from the empty freight cars.

Owner of the automobile, Arnold Pitts, East Front, leaped from his car just seconds before the careening locomotive crashed down on it.

City firemen rushed to the scene and found the locomotive sprawled across the street. Its front end resting a few feet from a residence occupied by Mr. and Mrs. Albert Lalonde.

Waiting for Street Car.

The Lalondes were standing on their verandah waiting for a street car when they saw the train coming for their house. They jumped to safety, but Mr. Lalonde was burned slightly on the hand by escaping steam from the overturned engine. Both were treated at hospital. Mrs. Lalonde suffered severe shock.

When the engine toppled over it snapped off a power pole. High tension wires hung precariously for several minutes before a Utility work crew arrived to remove them.

Fires in the engine were extinguished quickly by city firemen.

William Nicholson, 52, of Montreal, was engineer of the switching engine with Gerald Suffle, 25, of Ottawa, fireman. Both men were slightly injured when they leaped from the cab. Nicholson suffered a head laceration which required five stitches. Suffle sprained an ankle in his leap from the engine.

Engineer's Story.

Nicholson, relating details of the accident, said his switching engine had been coupled to nine freight cars. The train was on a siding owned by the Cornwall Street Railway Company, which turns on to Pitt street. The siding paralleled tracks in the CPR yards.

The engineer said the train was set in motion when several box cars slipped down a grade on a nearby siding and crashed into his engine. The collision ripped off the top of the engine's cab and jammed the throttle in reverse gear.

Also smashed were the engine's steam and air pipes.

Nicholson said the locomotive started pushing the freight cars west along the siding towards Pitt street. The train was travelling at a speed of about 15 miles an hour. Both Nicholson and Suffle tried desperately to free the jammed mechanism, but were unsuccessful.

When they realized the train could not be stopped they jumped from the cab.

Reaching Pitt street, the freight rounded a sharp bend and headed south towards the city's business section. It had proceeded less than a block, however, when the engine became uncoupled from the cars and toppled over.

All the box cars remained upright, but several were derailed. They were removed early tonight by work crews.

Pedestrians Flee in Panic

Pedestrians and verandah sitters in the area fled in panic when they saw the lumbering freight round the curve and head down the street. Most people raced into their homes for safety.

Police and firemen soon were on the scene and roped off the area.

The accident which happened on tracks normally used by Cornwall's tram cars, forced re-routing of street car traffic,

The automobile pinned beneath the locomotive was flattened like an accordion. Coal from the tender was scattered through the immediate area.

Truck struck by NYC train Driver unhurt,

Joseph A. Leroux, 61-year-old resident of Vars, narrowly escaped death or serious injury at 5.30 p.m. Saturday when the panel truck he was driving was struck by the Ottawa-Cornwall New York Central Railway's passenger train at a level crossing near Edwards. Leroux escaped with only a minor scratch on the right arm.

According to the report of Provincial Constable "Bud" McNeill, who investigated, Leroux was driving his truck west along Phair's road at the time, he noticed the train speeding southwards and, applying his brakes just as the front of the truck was on the crossing, he threw the gears into reverse intending to back out of the path of the train.

He had not sufficient time to get clear of the tracks, however, and the locomotive struck the front of the truck and threw the vehicle into the ditch. The truck was badly damaged.

15/07/1948 *Ottawa Journal**Kingston (CN)*

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.

19/07/1948 *Ottawa Citizen**Alexandria*

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

20/07/1948 *Ottawa Citizen**Alexandria**Maxville*

Excursion For Maxville Games

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

28/07/1948 *Ottawa Citizen**Ottawa Electric*

Ottawa's New Street Cars

For the first time for 23 years Ottawa Electric Railway patrons are riding in new street cars and are somewhat thrilled by the experience. These are nothing like Toronto's newer cars with rubber inserts in the wheels and automobile control, that makes them almost as silent as motorcars. Ottawa's Cars sound almost like the old "chariots," grind and jerk to a stop in much the same fashion and resemble them not a little in appearance.

But they are bright and shiny and new and, truth to tell, it is a pleasant change to travel in them. They have lights over the seats, and windows that open from the top. There are four of them, transferred from one route to another so that more passengers can sample their newness. The Ottawa Transportation Commission, of course, will pay for them, under the purchase agreement, when the public take over their own line a few days hence. The OER says they are not quite sure what they will cost it has not received the bill yet from the Ottawa Car and Aircraft Company.

If Ottawa's transportation experience were any guide, these brave new trams would be giving "yeoman service 30 or 40 years hence, enviously competing with their newer colleagues. But under public ownership most people hope that this is not to be. Citizens look forward to better things.

Public transportation has been improving elsewhere and long before the new cars are ready for the junk heap, Ottawa should have sleek, quiet, roomy trolleybuses taking people about. The city's narrow streets and congested downtown sections demand such vehicles. No doubt, before long, the OTC may supply them.

Passengers hope, too, that waiting in rain, sub-zero coldness and blizzards, will be made more bearable by reasonable provision of shelters at car-stops. If the four new cars herald something of this, if they are a symbol of better things to come, they are doubly welcome.

30/07/1948 *Ottawa Citizen**Alexandria**Maxville*

Special Train For Maxville Scots Games

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

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

Car Crashes CNR Train

Montreal Driver Critically Hurt

Ronald Samuel Sealy, 40, of 4611 Melrose avenue, Montreal, was critically injured shortly after 9 o'clock this morning when his automobile crashed into a speeding CNR train at the Graham's Bay crossing on Highway 15, some 12 miles west of Ottawa.

Rushed to Ottawa Civic Hospital, the injured man, suffering from an almost completely severed right leg, fractured skull, fractured arm and severe internal injuries is given only a slight chance for recovery.

Engine Damaged

The locomotive was extensively damaged in the crash and the train enroute to Barry's Bay, was delayed for more than an hour until a new locomotive could be routed from Ottawa.

Mr. Sealy's car was a total wreck. According to the report of Provincial Constable C. B. Cresswell, the automobile was travelling towards Ottawa and the train was speeding westward. The main portion of the motor car was tossed a distance of 44 feet into the west south ditch and the engine of the vehicle was carried 42 feet further. The grill work and part of the hood had to be pried from the side of the locomotive.

The injured man was apparently thrown clear and he was found lying near a fence 25 feet from the tracks. When Constable Cresswell arrived. Mr. Sealy was still conscious despite his terrible injuries and he remained conscious until given an anaesthetic in hospital.

The train was in charge of Conductor M. J. Reid, 261 Russell avenue. Engineer H. Sheehan, 315 Arthur street, and Fireman Albert Hill, also of Ottawa.

13/08/1948 *Ottawa Citizen**Ottawa Electric*

Big Deal Consummated In Matter Of Minutes

Ottawa today possesses its own transportation system. The historic transfer which saw the 57-year-old Ottawa Electric Railway pass into history and the advent of the new Ottawa Transportation Commission, took place shortly after midnight in a simple but impressive ceremony at the city hall.

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19/08/1948 *Ottawa Journal**Maniwaki*

Gatineau Train Derailed.

The CPR Gatineau train, due to arrive in Ottawa from Maniwaki this morning, was derailed at Adams Crossing, north of Kazabazua, as a result of a wash out after last night's heavy rains.

None of the 35 passengers suffered more than a slight shaking up. The train was travelling slowly, and none of the cars overturned. The locomotive remained on the track.

Taxis were sent out from Kazabazua to take the passengers to that town, where a special train took them to Ottawa. The regular train arrived in Ottawa at two p.m. more than two hours late.

19/08/1948 *Ottawa Citizen**Maniwaki*

CPR Train Derailed

The Gatineau morning train of the Canadian Pacific Railway due to arrive at Ottawa at 10.45 o'clock, railway time from Maniwaki, was delayed because of a derailment north of Kazabazua in which none of the passengers or crew was injured, it was reported.

Following a heavy rain for some hours last night, the train of five coaches is believed to have run into a washout, the scene being at Adams Crossing, which is four miles north of Kazabazua. There were approximately 35 passengers but they escaped with a shaking up because the coaches remained upright after leaving the rails. The locomotive is understood to have remained on the track, the train having been travelling at a slow speed before the time of the accident.

Word was sent into Kazabazua and taxicabs were rushed from the Kazabazua Hotel to bring the passengers into the village where they were met by a special train from Ottawa to transport them the balance of the trip to the city. The special left Kazabazua at 11.30 o'clock standard time, which is 12.30 daylight saving time.

Three Hours Late

The special train reached Ottawa around 2.30 o'clock this afternoon, almost three hours after the scheduled hour of arrival. A highway bus was despatched from Ottawa for the 55-mile drive to Kazabazua but it had not been seen there at noon and it was expected that it would not be needed for the transportation of any persons, due to the use of the special train.

The railway at Adams Crossing continued to be blocked but a crew of maintenance-of-way employees and others from an auxiliary emergency train were soon put to work to repair the roadbed and clear the track.

Mail which was being carried by the halted train did not get through but would be transported later in the day along with express shipments and baggage.

There was some uncertainty at Kazabazua as to the number of cars which had left the track but the general report was that four cars had jumped the rails, leaving one on the track with the engine.

Preliminary arrangements had been made for the providing of a mid-day meal for the temporarily-stranded passengers at the Kazabazua Hotel but the special train arrived to bring the people to Ottawa without further delay. The proprietor of the hotel, Hubert Pettapiece, happened, to be in Ottawa for the day.

Numerous telephone calls were received at the Union Station regarding the welfare of the incoming passengers and their time of arrival here. There was the welcome assurance that no one had been hurt and that everybody was being taken care of by the CPR as speedily as possible.

No estimate was available as to the extent of the damage to rolling stock but it was not believed to be extensive.

The accident took place at Adams Crossing which is a short distance from McArthur siding and some distance south of Perras flag station. Gracefield is some 15 miles farther north. The train leaves early each morning from Maniwaki and normally reaches Kazabazua at 8.46 a.m. railway time.

20/08/1948 *Ottawa Citizen**Chalk River**Carleton Place*

Gananoque Man Injured

CARLETON PLACE Walter Cross, 58, Gananoque steamroller operator, suffered a possible skull fracture and other injuries yesterday when a Pembroke-Ottawa passenger train struck his machine. The roller was cut in two and some minutes later Cross was found, semi-conscious, on the front of the locomotive. Carleton Place is 40 miles northwest of Brockville.

Gatineau Train Is 'Commuter's Special' On Long Summer Weekends

Captions to pictures, all indistinct

(1) These Tenaga commuters are typical of those of 18 similar stations along the 25-mile morning route. Here they greet the three-coach special because it's "on time" this morning.

(2) Stop that train, wait for us! And the train does stop and does wait. The "Gatineau Flyer" is not merely iron and steel; it has a soul. Schedules are often abandoned to allow late sleepers to catch their ride to work in Dagwood style. It is reported that on occasion it even waited until passengers rowed half way across the Gatineau river.

(3) The Gatineau train winds its way through some of the most picturesque scenery on the continent. It follows the Gatineau river for much of its route presenting travellers with beautiful vistas. Trouble is most of its early morning customers are too tired to appreciate the scenery. It's just a ride to work for them

(4) This is the morning ritual - tickets with a smile. Rates are not too steep on the commuter train, with the fare from Alcove, the most distant point, a little over 20c. Miss Vera Nesbitt hands her ducat to Conductor John Beckton, while Miss Cairine Shouldice waits her turn. Both are "regulars", travelling daily from Wakefield.

(5) Breakfast on the train - self served. Its early in the morning when the train roars through middle Gatineau and commuters often finish their breakfast meal on board. Jack Watson, a motor mechanic from Alcove shares an early snack with neighbour Dorothy Hamilton, an Ottawa civil servant.

(6) Coaches on the Gatineau line are not, to say the least, as modern as on transcontinental flyers. Gas mantle lamps and old-type wicker seats are found in nearly every car. Passengers are friendly, however, and don't mind discomfort.

Caption to picture of CPR 2927

The spires of Parliament mean destination reached to Gatineau train travellers. It discharges its passengers at 8.25 every morning in uptown Ottawa, leaving them just a short distance from their offices. Regular riders report that the engine pictured above is not a typical Gatineau locomotive; the old train primped up to have its picture taken and the usual engine of more ancient vintage disappeared for a day (Photos by Little)

Train Travels Backwards From Ottawa to Alcove

Commuters are slowly but surely gaining control of an ancient Ottawa institution the Gatineau train.

The old track still weaves its way in lazy fashion along the river and over hills, cutting a picturesque path through Quebec forest; but the personality of the train is changing.

Cottagers and Civil Servants.

Time was when its principal duty was carrying lumber and lumberjacks up and down the reaches of the Gatineau. Today it carries cottagers and civil servants.

There is even a "commuters' special" scheduled for the Summer months. This train leaves Alcove every morning at 7.20 and brings its passengers to the Capital in time for work at nine o'clock.

This commuter's train is now far and away the most colorful run on the line. It's a special train that leaves Ottawa at five o'clock every evening and travels as far north as Alcove.

Travels Backwards.

Unable to turn any place except at the end of the route, Maniwaki, this locomotive must travel to Alcove in reverse or "tender first" as trainmen technically term the procedure. It can then travel south, of course, in the regular fashion.

The trip south is quite a jaunt. Total distance is 24.5 miles, with 15 scheduled stops, averaging little more than two miles between stations. If everything goes well, and it usually does, the trip time is an hour and five minutes.

The life of a commuter is not usually portrayed as a happy one. The "regulars" on the "Gatineau Flyer", as it is affectionately dubbed, are an exception.

Perhaps it is the scenic route, perhaps it is the innate friendliness of the people, perhaps the low fares, but these are carefree travellers. They actually seem to enjoy the trip, even at seven in the morning.

One thing certain, the old-style coaches used are not the reason for all the contentment. They rattle and sway down the twisting track. The lights used are old gas mantle lamps and they are a cold sight in the dim, grey dawn. Seats are hard, covered with enamel coated wicker.

The Canadian Pacific Railway likely keeps these factors in mind when it sets its rates. Fares, that is commuters' tickets, are low. A ride from Wakefield costs less than 20c, while the trip from Chelsea can be made for the same price as an OTC street car ticket. Books of tickets good for 50 rides, are sold.

E. B. White has written a classic definition of a commuter. Ottawa's philosophical travellers perhaps bear it in mind. The definition is this:

Commuter - one who spends his life

In riding to and from his wife;

A man who shaves and takes a train,

And then rides back to shave again.

26/08/1948 *Ottawa Citizen*

Tramway

Fitzroy

Man Killed At Fitzroy

Peter Lalonde, 50-year-old resident of Fitzroy harbor, was instantly killed at 10.45 o'clock this morning when the electric crane he was operating in moving box cars at the Hydro Electric Company's plant at Fitzroy jumped the tracks and plunged from a trestle onto rocks 25 feet below.

Joseph Bowman, 45, who was riding on the crane with Lalonde at the time, smashed a window in the cab and leaped out just before the heavy piece of equipment went over the side of the trestle. He suffered only a broken nose and minor cuts and bruises.

Peter Lalonde, who was widely known in the Fitzroy area, leaves a wife and four children.

27/08/1948 *Ottawa Journal*

Tramway

Fitzroy Harbor

Funeral Sunday for Worker Killed at Fitzroy Harbor .

Libera service -will be held Sunday at 3 p.m. in St. Michael's Church, Fitzroy Harbor, for Peter Lalonde, Fitzroy Harbor man who died Thursday morning shortly after he had been pinned by a falling railway crane at the power station site. Requiem mass will be chanted Monday.

The : huge crane was on a trestle, 20 feet above the ground, and toppled while lifting out power house machinery.

Mr. Lalonde was struck by the crane and fell beneath it, dying shortly after. A priest from Fitzroy Harbor administered the last rites. Crane Operator J. Bowman escaped with slight injuries. Coroner Dr. R. A. Dowd. of Osgoode. ordered an autopsy performed at Ottawa Civic Hospital and decision on whether to hold an inquest will depend on the autopsy findings.

The accident occurred during operations to remove heavy machinery from the power house, which has not operated for two weeks. The machinery is being sent away for reconditioning.

Provincial Constables A. L. Robertson and McNeil investigate.

Mr. Lalonde was born and educated at Masham. Que., son of Pierre Lalonde and Ann Beaudoin. He was married to the former Laura Meunier at Masham in August 1926, later moving moving to Fitzroy Harbor where for 18 years he. was employed as a rigger and maintenance man by the Hydro Electric Power Commission. Commission.

A devout parishioner of St Michael's Church, he was a member of the Holy Name. Society and a member of the HEPC Employees' Association. In addition to his wife he is survived by two sons, Rene at home. Marcel, with the Navy in Ottawa; two daughters, Pierette of Ottawa, Charlotte, Fitzroy Harbor; a half-brother, Rene Renaud of Masham, and two half-sisters, Mrs. Lorenzo Martineau and Mrs. Henry Moyneur. both of Masham; and a sister, Mrs. Andre Legros of Masham.

03/09/1948 Ottawa Citizen

Chalk River

Carleton Place

Freight Cars Run Wild, Block Highway

CARLETON PLACE Traffic along No., 15 Highway was tied up for more than five hours yesterday evening, when, five empty freight cars broke loose and rammmed into a westbound, slowly-moving freight train at the Moore street crossing, Carleton Place. Although several cars were derailed, no one was injured. Yardmen were shunting the empty freight cars around the yards, when the string broke loose and coasted backwards, striking the freight directly in the center. The brakeman on the runaway cars attempted to use the mechanical brakes, but could not halt the heavy cars in time, and eventually was forced to jump. Four frame cars, a part of the 400-yard-long freight, were derailed and the van of the five runaways was hurled some 30 feet. Wrecking crews from Smiths Falls were called to the scene but at midnight last night highway ??

06/09/1948 Ottawa Citizen

Alexandria

Alexandria

None Injured In Crash Of CNR Freight

Special To The Citizen

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

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

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

21/09/1948 Ottawa Journal

Alexandria

Carlsbad Springs

Ottawa-Montreal Train 3 Hours Late In Derailment

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

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

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

The partially derailed coach was removed from the train, which was re-connected and resumed the run to Montreal. The coach was switched on to a siding. Railway officials said the train would arrive in Montreal about three hours late as a result of the accident.

15/11/1948 Ottawa Journal

Alexandria

St. Polycarpe

Freight Train Derailed Near Coteau Junction

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

Cause of the derailment was unknown.

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

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

03/12/1948 Ottawa Citizen

Chaudiere

Automobile, Train Collide; No One Hurt

A backing freight train pushed an automobile, driven by Robert Johnson, 362 Bell street, into a ditch at the Booth street CNR level crossing just before midnight, but the driver and two other occupants of the car escaped injury.

Johnson, who was driving north on Booth street, told police he saw the warning light as he approached the crossing, but after stopping, felt that he had time to cross ahead of the train.

The rear of the caboose struck the right hand side of the car, pushing it across the road into the ditch. Damage to the car was estimated at \$250.

Other passengers in the car were Mrs. Gertrude Haldane, ol 82 poplar street and Mrs. L. E. Lizer.

Constables Hugh Rutherford and Albert McCormell investigated

14/12/1948 Ottawa Citizen

Carleton Place

Escape 3 As Train Hits Truck

Three persons narrowly escaped death and the light panel truck in which they were riding -was completely demolished when It was struck by an Ottawa-bound train from Pembroke at the CPB crossing on Parkdale avenue shortly after five o'clock yesterday evening.

Injured were: Wilfred Paquette, 34, of 60 St. Hyacinthe street, Hull; Rene Hebert, 41, of 79 Wellington street, Ottawa, and Roland Lacroix, 28, of 102 St. Hyacinthe street, Hull.

Paquette, the driver of the truck, was taken to General Hospital by Exclusive ambulance where it was found he was suffering from cuts to the head. Both Hebert and Lacroix were taken to Civic Hospital by Veitch's ambulance suffering minor face and head injuries.

Did Not See Train

According to police, the truck was travelling south on Parkdale avenue and had started to cross the tracks when it was struck on the right rear wheel by the train. The driver told police that he had been unable to see the train approaching before the collision occurred.

Crew members of the train were: Engineer Maurice O'Connell, 166 Bayswater avenue; Conductor William G. Weir, 151 Primrose avenue, and Fireman William Cherry, 14 Spadina avenue.

Investigating the accident were Constables Nilphas Bergeron and Leo Goyette, both from number two police station.

Pembroke Welcomes Santa Claus

PEMBROKE Upwards of three thousand Pembroke youngsters shouted themselves hoarse here yesterday and gave a tremendous welcome to their annual most-looked-forward-to-visitor in the person of Santa Claus as he arrived in Pembroke to pay his annual pre-Christmas visit and to attend the Pembroke Rotary Club's second annual Christmas party, held in the Pembroke armories last night.

Arriving by special train about six o'clock, Santa Claus was met at the CPR station by the children who went completely wild when he alighted from the train and it required a police escort to bring him from the platform to the fire truck on which he was to ride in the parade

Parade Leaves

Getting away from the station, the parade, composed of the fire truck carrying Santa Claus, Mayor C. E. Campbell who welcomed the visitor and fire chief R. H. Dey, a police cruiser and about 20 decorated floats owned by Pembroke merchants and industries proceeded up Pembroke street, followed by countless children and their parents and after making a circuit of the business section, it went to the armories where the Rotary's Christmas party started.

Conservative estimates placed the number of children in the armories near the 5,500 mark and judging from the sounds, this figure was low, if anything. Old Santa was enthroned with much dignity on the stage and the program under the direction of master of ceremonies, Jim Pullen, for Mr. Pembroke recreation director got under way. President Albert Noack of the Pembroke Rotary club welcomed all to the event and voiced the club's pleasure at such a large turnout. Santa's first presentation was to G. A. Black of the Pembroke film council, who on behalf of that organization accepted an \$898 film projector from the Rotary Club as their Christmas present to the film council. The projector was then used to show an animated color film, while Christmas carols were played from the sound truck.

Pembroke Man Killed By Train

PEMBROKE Run over by the CPR east-bound local, as it started to leave the Pembroke station, at 2.55 p.m. Thursday, Robert Briscoe, 38, Pembroke, was instantly killed when the wheels of the train passed completely over his body.

Definite details of the accident were still not available at a late hour last night, but, according to reports, Mr. Briscoe had boarded the train with some friends and attempted to get off the train as it started to leave. It was about 200 feet from the station when he apparently slipped and fell between the coaches.

Sgt. B. S. Dickie is conducting a police investigation and an inquest into the fatality is probable, according to the coroner. Dr. J. C. Bradley, of Pembroke.
