

Local Railway Items from Area Papers - 1952

09/01/1952 Ottawa Citizen Renfrew

Crashes Into Rail Barrier

Police are searching for a motorist who, with no apparent respect for trains, crashed through the railway barrier on Bronson Avenue shortly before midnight, missing an oncoming freight by a matter of inches.

The railway attendant reported that the automobile was travelling north on Bronson Avenue just as the guard rails were being lowered.

The car was forced to swerve to miss the train and then continued along Bronson Avenue. Damage to railway property was estimated at \$100. Constables Rene Miner and John Johnston were called to investigate.

10/01/1952 Ottawa Citizen Lachute Gatineau

Father And Son Injured In Train-Car Smash

A 60-year-old man and his son were injured, when their car was wrecked in a level-crossing crash at Gatineau Mills early last night. Osias St. Jean, 397 Gauthier Street, Gatineau Mills, is in serious condition at Sacred Heart Hospital in Hull. He is suffering from undetermined internal injuries, a possible fracture of the left leg, and shock.

His son, Jean Paul, 30, who was driving the car, escaped with facial injuries and shock.

Police state that the accident occurred at 7.05 p.m., when an automobile was struck by Montreal-bound CPR freight train 54 (locomotive No. 2212).

Engineer F. F. Dekonick of Montreal was in charge of the engine at the time.

The southbound automobile was pushed a distance of 69 feet before the train could be brought to a stop, and was damaged beyond repair.

The two injured men were given on-the-scene first-aid treatment by Dr. Jean Lorrain, and then transported to the Hull hospital by Blais Ambulance.

Sgt. Gaston Garceau and Detective Lucien Turcot of the Quebec Provincial Police investigated the crash.

10/01/1952 Ottawa Citizen Alexandria Ottawa Union

Toronto Trip Ends Abruptly

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

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

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

21/01/1952 Ottawa Citizen Ottawa Electric

Three Shocked

Three persons suffered shock and traffic was snarled for more than half an hour when an OTC tram and an E.B. Eddy company freight car collided at the Eddy Street siding in Hull about 7.35 pm Saturday.

Treated at the Sacred Heart Hospital but allowed to go home were: Roland Gagnon, the tram operator, of 68 Rouville Street, Hull, Aline Lepine, of 402 Allen Boulevard, Eastview; Mrs. Paul Radakir, of 61 Russell Avenue.

The accident happened when the tram, northbound, crossed the train tracks of the E.B. Eddy Company on the Hull side and was struck on the right side by the westbound freight car.

The impact knocked both vehicles off their rails and shook the top of the freight car loose from its heavy wheels. Neither vehicle tipped over but the jar caused injuries to the tram operator and two women passengers.

With the freight car blocking Eddy Street and the north entrance to the Chaudiere Bridge, traffic was stopped for about 40 minutes until the heavy vehicles could be moved.

While no immediate reason for the accident was forthcoming, the Hull police are continuing the investigation. Saturday's accident was the second in less than a year at that level crossing. Last year two freight cars collided and tied up traffic for a considerable time.

The accident Saturday was investigated by Constable Herve Gauthier.

22/01/1952 Ottawa Citizen Carleton Place

Escapes Only By Seconds As Train Hits

An Ottawa man escaped serious injury or death with only seconds to spare when his car stalled in the path of an on-coming freight train at the Britannia crossing shortly before 1.30 a.m. today.

G.S. Fox, of 2705 Don Street, Britannia, was travelling south through Britannia Village when his early-model car came to a stop right in the middle of the CPR crossing. He got out to push.

Suddenly, he looked up and the headlight glare of a fast-moving eastbound locomotive (No. 2601) was directly in front of him.

He managed to get out of the way but just in time. As he looked behind him, his automobile was picked up by the freight engine and pushed some 100 yards along the right-of-way.

"Practically nothing was left of the car," police stated.

Engineer H. Crichton reported that he was unable to stop after the accident as directly behind him was a passenger express train. A sudden stop, he said, might have meant a major wreck.

Constables Hugh Rutherford, Bill Saunders and George MacDonald of No. 2 Police Station investigated.

23/01/1952 Ottawa Citizen Chaudiere

Driver Escapes After Train Crashes Auto

Hugh M. Kelly, 17, of 332 Goulburn Avenue, escaped uninjured last night, when his automobile skidded into the path of a CNR locomotive, at the Gladstone Avenue level crossing, near Preston Street.

The youth reported the accident to Constable Railsford Rawlins at No. 1 police station, shortly after 10 p.m., and gave the details of his escape.

He stated that shortly after six o'clock last night, he was driving east on Gladstone when he noticed the approaching engine. He attempted to brake the car, but skidded on the icy pavement into the front of the locomotive.

As the car was being pushed, along the tracks, he said he was able to open the door and scramble to safety.

Damage to the car was estimated in excess of \$300.

The accident occurred at the most easterly center tracks of the crossing.

Police are continuing their investigation.

Driver Safe, Car Damaged.

Jean Paul Chenier 33 of 1908 Carling Avenue swerved his car from the path of a moving freight train yesterday evening just in time to avoid personal injury, but not soon enough to save his car from heavy damage.

While travelling south on Clyde Avenue, Westboro at 6.10 pm the motorist noticed an eastbound freight just as he approached the CNR tracks. He turned his car into a snowbank in an attempt to clear the train, but the rear end of the automobile caught an overhanging step on one of the freight cars.

The fender and part of the auto body were ripped from the car but the lone occupant of the car escaped injury. Damage to the automobile was estimated at \$2000. The engine (No. 2620) was in charge of Engineer Fred Hampel of 98 Gilmour Street.

Constable John Hodgins and Albert McConnell, of No. 2 Police station were called to investigate.

Four Freight Cars Derailed

Four CNR freight cars were derailed during switching operations in the Bank Street yards, east of Bronson Avenue, early Saturday evening.

The cars were part of a freight train proceeding to Montreal. No one was injured. A wrecking crew worked until 2 a.m. to clear the tracks. All cars remained upright. Cause of the derailment was not immediately ascertained.

Demand Crossing Signal

After 3 Die In Grade Smash up

A train-auto smashup last night that snuffed out the lives of three Ottawa youths today brought a demand from Con. Paul Tardif for immediate city action to install proper warning signals at two west-end crossings.

The trio were killed when their auto was hit and crushed to a battered hulk by the CPR-CNR Toronto flyer at the Parkdale Avenue CPR level crossing.

The train was Ottawa-bound at 9.50 p.m. The car had swung north onto Parkdale from Scott Street.

Crown Attorney Raoul Mercfer, KC, at noon today ordered an inquest into the triple fatality. He made the decision after consultation with Coroner Dr. W. T. Kendall.

Dead in crash are:

Albert Finn, 21, 280 western Avenue, owner driver of the car

Gerald Roger. 16, 22 Barrington Avenue

William A. (Bill) Hutchings, 26, 190 Forward Avenue.

It was a friendly horsetrade that sent the threesome out onto the icy street last night, it was learned today.

Finn, with young Roger along as company, was driving Hutchings to his home in order to exchange a set of pocketbooks a long-standing habit.

Finn swerved the ill-fated car onto Parkdale, heading for Hutchings' home on Forward Avenue.

The crash wrenched Finn and Roger out of their seats and hurled them through the air. They died instantly.

Hutchings was pinned under the twisted wreck. Although still alive when police arrived at the scene, he died a few minutes a few minutes later while being rushed to Civic Hospital.

The story of the accident can best be told in the words of an eyewitness. Earl Gervais, as related to The Citizen.

Eyewitness Story

"I was working in my garage across the road from the crossing, when I heard the train approach. I then glanced up out! of the window.

"The car was on the crossing. I heard the train's whistle, and at the same Instant there was a crash as the engine plowed into the car.

"The automobile was simply lifted from the road, I would say jt went at least 15 feet up in the air." he said.

(The twisted wreckage of the automobile came to rest on its side a distance of about 150 feet from the crossing, leaving a trail of broken fenders and engine parts along its path

Mr. Gervais continued that he ran from his shop to the side of the tracks where the car lay.

"Two men were lying on the snow where they had been thrown from the car, while a third man was underneath the automobile.

Pinned Under Car

"A neighbor, Wilfred Lavergne. of 250 Parkdale Avenue, came to help me but we could not get the injured man from under the car.

Three Hurt At Crossing

Three Hull city employes narrowly escaped serious iniury this morning about 9.30 o'clock when their light. pick-up truck was struck by a CPR train at the St. Florent Street level crossing in Hull.

Suffering from shock and abrasions are: Moise Archabault. 67. of 258 St Redempteur Street, the driver. Albini Sylvestre, 29. of 24 Archambault Street and Aurele Seguin. 38, of St. Florent Street .

None of the three was seriously injured and only Archambault required hopital treatment. He was detained at the Sacred Heart Hospital in Hull for X-rays.

City Truck

The accident happened when the north-bound truck, owned by the Street Light and Fire Alarm Department of Hull was struck in the rear by the slowly-moving westbound passenger train, bound for Brockville. On.

t About \$500 damage was caused to the truck The train engineer was A Rowd of Kemptville. The conductor was J W Ware of 151 primrose Street, Ottawa The train continued on its way after a brief halt Constables Clement Courville and Falcon Marcil of the Hull police investigated,

Train Crashes Stalled Auto; None Injured

A 24-year-old nurse escaped injury, though her car was damaged yesterday afternoon, when it skidded into the path of a passenger train at the CPR level crossing on Hinchey Avenue.

Bernice Carr, 24, of 105 Holmwood Avenue, a member of the Victorian Order of Nurses, was travelling south on Hinchey. after attending a patient in the area. She noticed the eastbound passenger train while approaching the crossing, but because of the heavy snowfall misjudged her distance. The car was braked a short distance from the tracks, but the vehicle skidded on the icy surface across one of the rails, before coming to a stop

The front of the car was struck by the train before the young nurse could jump A portion of the bumper was ripped away from the car, and the front of the automobile damaged to the extent of about \$300Involved in the accident was CPR passenger train No 557 Ottawa- bound from Chalk River. Locomotive No. 1265 in charge of Engineer J H. Murphy, 152 Beech Street, and Conductor George Coughlin.

The train had slowed down to about 10 miles-per-hour in preparation to pull into the Ottawa West station at 4.53 p.m. when the accident occurred. It was braked to a stop within "one car length" after the crash.

Constables Ellwood Miles and Robert longchamps of No. 2 police Station were called to investigate.

21/02/1952

Ottawa Citizen

Carleton Place

Parkdale Avenue

Jury Probing Level Crossing Deaths Urges Trains Slow Down When In City

A coroner's jury investigating a West End train-auto collision which took three lives on the night of Feb. 8 last night recommended "that the speed of all trains be reduced to a minimum from the time they enter the city limits until their destination is reached"

Killed with the driver, Albert G. Finn, 21, 260 Northwestern Avenue, were two passengers. Gerald Roger. 16. 22 Barrington Avenue and William A. Hutchings, 26 180 Forward Avenue.

Jurors said they believed the driver "contributed to his death by not being more alert to notice the on-coming train before he attempted to cross the tracks".

Four witnesses testified that. in their opinion, the train was proceeding faster than usual the night of the accident, but the train crew said the speed normal, about 35 to 40 miles an hour.

Howard Morphy, 879 Somerset Street, conductor of the Ottawa express-bound flyer, testified that it was between three and four minutes late when the accident occurred,

No Whistle After 9 P.M.

The train whistle was not sounded before the crossing, he said, because this is not allowed inside the city limits after 9 p.m. The locomotive bell was ringing, he testified.

As the Parkdale Avenue level crossing has no warning wig-wag or signal, the jury recommended that "a wig-wag or some sort of safety measure be installed at all main crossings".

Evidence of several witnesses indicated that rain had been falling and the surface of the road was very slippery. The train had not skidded, though testified Engineer Thomas Barnes. 34 Breezehill Avenue.

"I saw the car moving very slowly and I thought they were going to stop. But when I saw they weren't going to, I gave a blast on the whistle and put the brakes into emergency," he said.

Dr Max Kletz, pathologist of Ottawa Civic Hospital, who examined the dead driver shortly after the accident, said Finn had died of "multiple injuries to the spinal cord."

The dead man's blood contained "enough alcohol to indicate his ability may have been impaired." he testified.

Floyd Mosley. waiter in the Elmdalc Hotel beverage room.; testified that earlier in the evening Finn had come in alone and bought one draft of beer.

Shortly after, he was joined by a friend who bought two drafts, "but I don't know who drank them," said Mosley, adding that Finn had left the beverage room about 15 minutes; after entering.

Coroner Dr. W. T Kendall conducted the inquest into the triple fatality which occurred; when the CPR-CNR Ottawa- bound, flyer ripped into Finn's 1938 auto at 9.50 p.m.

Witnesses were questioned by jAssistant Crown Attorney Edward Houston. Jurors were Oscar Dufour, 426 Besserer Street: Donald Ursu. 160 Cambridge Street , William Stephens. 473 Metcalfe Street; Joseph Birmingham, 23 Riverdale Avernue.jand Anasse Dumoulln, 482 Nelson Street.

28/02/1952

Ottawa Citizen

Alexandria

Ottawa Union

His Train Pulls In With A "Bang"

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

18/03/1952

Ottawa Citizen

Sussex Street

A Three year old girl anda seven -year-old bo., seriously injured in separate aecidentt, are recovering in General Hospital. The boy is Francois Carriere, of of Mr. and Mrs. Amable Carriere of 116 Prince Albert Street, Overbrook, His left leg was amputated below the knee after it was crushed by a slow-moving CPR train near his home.

The Carriere boy was hurt at the CPR crossing of Prince Albert Street In Overbrook.

Frightened playmates reconstructed the story for police. They said that Francois had jumped aside as the slow train approached, then tried to jum on a car by grabbing the side ladder. He had missed his first jump they said. On his second try, the boy had slipped under the car, lying across the tracks on his waist. He had managed in that frantic split second to scramble towards safety enough to have only the lower part of his leg caught by the big train wheels.

Conductor Robert W. Smith of 57 Hampton Avenue told police that the trajn crew had not noticed the boy until they had passed over him. He and brakeman. Earl Larkin of 23 ; Poplar Street had run back and helped with first aid until further help arrived.

Gave First Aid

Albert Blais, at home at 45 Prince Albert Street heard other children running excitedly to the scene. He reached the badly bleeding boy and used his tie to apply a tourniquet to the leg to slow the bleeding.

The emergency truck of the fire department took the boy to General Hospital. Blood plasma was administered. X-rays taken and the amputation operation performed

29/03/1952

Ottawa Journal

Renfrew

Bank Street

4 Freight Cars Jump Rails

Four CNR freight cars, part of a through freight train proceeding west thjrough Ottawa from Montreal, were derailed during switching operations at Bank Street Yards, just east of the Bronson avenue crossing, Friday night. No one was injured.

G.T. Dunn, CNR superintendent here, said the derailment occurred at 7.40 p.m. during "doubling over" operations of the through general freight train 401 in the Bank Street Yards.

All four cars remained upright. A CNR wrecking crew was despatched to the scene immediately and had cleaned up the derailment by 2 a.m. today.

12/04/1952

Ottawa Citizen

Alexandria

Vars

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

Girl Leaps From In Front Of Train

Barbara Stoddart, 19-year-old daughter of Mr. and Mrs. J. D. Stoddart, 5 1/2 Plymouth Street, missed death by inches this morning when she was "brushed" by the Pembroke local on the crosstown tracks near Rochester Street.

Miss Stoddart, a stenographer at the Central Ordnance Depot left her home shortly before 8:30 a.m. and was proceeding along the right of way when the train loomed up behind her.

Attempted To Leap

She attempted to leap clear of the tracks, but apparently the train brushed her in passing and hurled her down beside the right-of-way.

She sustained a possible fracture of her right arm in the fall and was suffering from shock. The emergency car of the fire department was rushed to the scene and the injured girl was conveyed to the Civic Hospital.

"Barbara leaves about 8:30 every morning to walk to work. But she does not usually go along the railway track," the girl's mother said. "It might be that the train came along just as she was at the crossing and she became confused and ran along the tracks."

Suffers Shock

Hospital authorities said that while the girl was suffering from shock, and a possible fractured right arm, her condition was not regarded as serious. X-rays will be taken to determine whether or not the arm is broken.

Her escape is regarded as miraculous since had she been struck by the train she would certainly have been killed. As a result of the accident the train a CNR local to Pembroke, was held up for some minutes until the arrival of the ambulance and investigation of the accident.

Perth-Montreal CPR Local Ending 62 Years Service

Perth April 25

After 62 years continuous service on the CPR, the Perth-Montreal local will make its last run on Saturday night when it reaches Perth at 9:30.

From time to time during the past decade the company has threatened to discontinue this train, but pressure was brought to bear by local councils and citizens and the train continued.

\$24,000 loss

According to CPR officials, the company has been losing money on the operation of this train and figures presented by officials show that nearly \$24,000 was lost last year.

Statistics show that the average passenger use from Perth to Smiths Falls is 1.2 daily and from Smiths Falls to Perth 2.2 daily.

During the long time that this train was in service many changes have been made in the personnel. For many years the train crews were not changed too often with the result that the members made their personal residence in Perth.

Of late years, most of the crew died or were superannuated until the entire crew was made up of residents of Smiths Falls or other points east.

No Station at First.

When the train first began its run to Perth it stopped at a point which is now used as an unloading platform. After the line was built west of Perth the present station was erected.

For a number of years the "local" run was to Glen Tay where it was turned on the "Y". Before the advent of larger engines the engine was reversed on a turntable near the engine house.

A passenger service by motor bus will be inaugurated by the CPR from Smiths Falls to Perth for passengers arriving from Montreal for Perth at 8:25 and passengers who disembark from the Brockville-Ottawa train at 8:48.

In addition on Sunday afternoon beginning on April 27, a bus service will be operated between Perth and Smiths Falls for passengers going to Montreal at 5:00 p.m. and those going to Toronto at 4:50 p.m. The bus will leave Perth at 4:10 to make train connections.

Retired Railroader Is Killed By Train**Special To The Citizen**

ARNPRIOR Frank Welland of Sand Point, 71, retired section foreman, was instantly killed yesterday afternoon about four o'clock when he was struck by the eastbound Canadian Pacific Pembroke-Ottawa local about one half mile west of Sand Point station and six miles west of Arnprior. Mr. Welland resided at Sand Point since his retirement. He was walking east along the railway track towards Sand Point. He was said to be deaf and did not hear the fast approaching train coming behind him. Eye witnesses of the accident said the train whistle sounded several times.

These Men Have Rail System Around City At Finger Tips

By Ben Dworkin Evening Citizen Staff Writer

Traffic control - this business of making decisions and issuing orders directing trains in and out of Ottawa - is the job of the railway dispatcher and his staff. Time is their stock in trade. They deal in minutes and seconds as a business man deals in dollars and cents. The "train-sheet" is the ledger on which they balance one train against the other to keep movement on schedule, and run the trains on an allotted time.

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

At Top Of Stairs

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

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

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

No Margin For Error

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

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

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

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

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

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

Plan In Advance

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

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

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

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

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

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

Captions to pictures

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

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

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

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

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

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

Montreal - Romeo Morin, 46-year-old railroad employe of Cornwall, Ont., who suffered a fractured skull in falling from a railway hand-car, was resting comfortably in hospital here yesterday after an 80-mile-an-hour trip from Cornwall Wednesday night.

Hospital authorities in Cornwall ordered Morin, Canadian National Railways roadmaster, transferred to Montreal's Neurological Institute and Larry Miller, Cornwall ambulance driver, covered the 81 miles to Montreal in 60 minutes.

Did Not Use Care

Inquest Held Into Crossing Death

Special To The Citizen

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

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

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

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

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

Driver Gives Evidence

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

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

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

Signal Light Working

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

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

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

19/05/1952 *Ottawa Citizen**Waltham**Deschenes*

Tot Killed Playing On Rlv. Tracks

Unaware of approaching danger as he played happily on the CPR tracks in the path of an oncoming train, a two-and-a-half-year-old boy was fatally injured when struck by a locomotive on Saturday afternoon a few hundred feet from his Deschenes, Que., home.

The victim of the accident. Alec Johnston, son of Mr. and Mrs. Clifford Johnston, was sitting between the rails of the tracks absorbed in his play and was either too busy or too young to be frightened by the CPR Ottawa - Waltham train that was bearing down on him. The child had left his home shortly before the accident unnoticed by his father who was in the house within calling distance.

To the engineer of the approaching train J. Eliot, of Montreal, the child on the track at first simply appeared to be a parcel that had been discarded along the rails. It was not until it was too late to pull the train to a stop that the engineer realized that it was a little boy in the path of the train.

He brought the train to a quick stop, within 150 feet, but the youngster had been struck by the cowcatcher of the engine.

He remained unconscious between the two rails suffering a fracture of the skull, while the train passed over without further harming him before it came to a full stop.

From his house the boy's father heard the screech of the train's brakes, and ran outdoors to find the cause of the sudden stopping of the train.

He was alarmed to see the trainmen rushing toward a still figure at the back of the train, and upon following them he found his son lying in the tracks.

Died En Route To Hospital

The boy was still alive when he was reached by his father. but he died a few minutes later while being rushed to Sacred Heart Hospital by Gauthier Ambulance. Coroner Dr. Gerald Brisson reported that no inquest will be ordered.

24/05/1952 *Ottawa Citizen**New York Central*

NYC Employes In Ottawa Get Pay Increases

Ten Ottawa employes of the New York Central Railroad will benefit from a railroad wage increase agreement signed in Washington yesterday. It is not known definitely whether three other men, employed from Nov. 1 to June 30 on the railroad's passenger line which operates only six months of each year will also share in back pay benefits ranging from \$600 to \$1,000 each.

Altogether there are 1,000 employes of the NYC and its subsidiary, the Michigan Central, in Canada, engineers, firemen, roadmen and yardmen, who will benefit from the new agreement. The 10 Ottawa men are crew members of the two freight trains operated by the NYC here.

Reporter Turns to Railroading

By Ben Dworkin Evening Citizen Staff Writer

No longer will I envy visiting notables, cabinet ministers, or even royalty I too "rode" an honest-to-goodness steam-breathing railway locomotive. And not just any old engine. This was No. 6227, the job that hauls the crack transcontinental flyer, the pride and joy of the Canadian National Railways. Nor was it a teensy weensy two minute ride. I got on at the Union Station, and stayed with her to Montreal.

Wish Came True

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

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

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

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

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

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

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

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

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

Smooth But Swaying

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

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

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

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

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

Means Nothing

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

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

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

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

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

9 Tons To Montreal

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

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

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

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

Caption to picture inside the cab:

Citizen reporter Ben Dworkin receives a lesson in handling the throttle of a locomotive from veteran engineer Vernon Bohart of the CNR. However, the reporter had to relinquish his seat and go over to the fireman's side of the cab when the train left the station for Montreal. CNR Photo

09/06/1952 *Ottawa Citizen**Maniwaki*

Caterpillars Stop Train

Special To The Citizen .

MANIWAKI The . plague of forest tent caterpillars currently stripping large sections of forest foliage in this district, was the cause of a 20-minute delay in the train service here yesterday.

The caterpillars had covered the track so heavily at one point that the train crew was forced to stop and clear the wriggling insects from the right-of-way.

09/06/1952 *Ottawa Citizen**Chalk River**Pembroke*

Train Kills Area Woman On Trestle By Staff Reporter

PEMBROKE - Apparently struck by a train while fishing from a railway trestle west of here, 57-year-old Miss Minnie Poole was killed instantly yesterday morning.

Miss Poole's body was found west of the trestle, on the ground, after the train had made an emergency stop.

Police, piecing together details leading to the tragedy, said that Miss Poole had been fishing from the trestle over the Muskrat River, slightly west of the Pembroke CPR Station.

With her had been her brother, Thomas Poole.

About 11 a.m., Mr. Poole had left his sister to go to a store for cigarets.

Seen By Crew

At 11.35 a.m, crew members of the CPR westbound freight train No. 951, saw the woman on the north side of the trestle. Engineer A. Imeson immediately pulled the emergency brake cord and the train stopped in some 20 car-lengths beyond the end of the trestle.

The body was lying on the ground.

Sections of a fishing line were found on the side of the engine.

Trainman S. E. Smith also reported that he had seen the woman on the trestle as the train approached.

Coroner Dr. J. C. Bradley of Pembroke released the body to the Malcolm and Beavitt Funeral Home here.

No decision on an inquest was made last night.

Inspector Bert S. Dickie and Constable Lawrence Sullivan of Pembroke Police are conducting the investigation.

Truck Crashes Train, Driver Dead

Vehicle Hurlled Off Road

Graham Bay Scene Of Smash

A train-truck collision at Graham Bay, one half mile west of Ottawa, this morning claimed the life of 21-year-old Cecil Woods, of 139 Broad Street.

Woods, the driver and sole occupant of a truck owned by J. R. Brazeau, of 29 Stirling Avenue, was pronounced dead on arrival at the Civic Hospital by Coroner W. T. Kendall. The accident occurred about 9.11. The victim was rushed to hospital by the Exclusive Ambulance.

Truck Empty

The empty truck was heading south towards Graham Bay when it struck train No. 89 proceeding west to Pembroke. The 1951 International truck was thrown clear of the highway by some 15 feet and finished in an upright position next to the home of W. J. Saunders.

According to the conductor, Patrick A. Potter, of 560 MacLaren Street, the train was proceeding at a rate of about 35 miles-per-hour when it reached the level crossing and came into contact with the truck.

The three-car train had not stopped at the Graham Bay station but those nearby said the whistle had blown. There is no "wig-wag" at the crossing but a warning sign is clearly visible.

Provincials On Scene

Corporal Carl Johns, and Constables James Carr and Gordon Macdonnell, of the Ottawa detachment, Ontario Provincial Police, arrived on the scene shortly after the collision and carried out the investigation.

The train came to a halt about 150 yards down the track. It's only damage was a broken steam pipe on the locomotive. A new locomotive was brought from Ottawa and the train proceeded to Pembroke about 11 a.m.

One of the first to arrive at the scene of the collision was Thomas Cavanaugh of Ashton, who had just left the crossing and was moving uphill towards Ottawa when he passed the Woods truck. The driver waved at me, said Cavanaugh, and the next thing I knew he had struck the side of the train. "I must have come very close to it myself," he added.

According to W. J. Saunders, who witnessed the accident from the window of his house, the truck ran into the side of the engine on the engineer's side. "I thought it was coming right into the house," he said describing [sic] how hard the four wheel vehicle had been hit

The driver was pinned against the windshield of the truck and was removed from the cab minutes before the arrival of the ambulance.

The truck received extensive damage to the engine and cab.

Reggie Coghlan of Britannia Heights, who was travelling in a mail car just behind the engine, said that the first warning he had of the collision was when he felt "a heavy bump."

Gilbert Orange, of 113 Harvey Street, was the train's engineer and . Harvey Scisson, Woodlawn, fireman. Both were convinced it was impossible to avert the collision as the truck was not seen until it was too late

On Valley Run

Canadian National Train No. 89 leaves Ottawa Union Station at 8.40 a.m. for the Ottawa Valley run. A large crowd gathered at the crossing shortly after the accident. Many tried to identify the victim.

Since the victim had been driving alone in the truck it was some time before he was identified

Also investigating the accident was B. B. Harris, chief investigator of the Canadian National Railways.

Caption to picture

Fatality - The scene of the fatal truck-train collision at Graham Bay which this morning claimed the life of 21-year old Cecil Woods. The truck is seen in the foreground at the point where it came to rest following impact with the train. Photo by Newton

16/06/1952 *Ottawa Citizen**Lachute**Hull Beemer*

Man Killed In Hull By Train

Adelard. Manthe, 59, of no fixed address, was killed instantly early Sunday morning, when he was struck by the CPR Vancouver train near Hull (Beemer) Station.

According to police, Manthe was sitting on a platform almost on a level with the tracks and beside the rails, when the passenger train came along and struck him. The man fell under the train and was dead by the time engineer H. Beadoin of 23 Lowrey Street reached him after stopping the train.

Police are looking for a second man, evidently in Manthe's company, who was seen running away from the scene of the fatal accident shortly after it happened. He did not stop or return although the engineer shouted after him.

19/06/1952 *Ottawa Journal**New York Central*

NYC again asks permit to drop passenger line

Once again, the New York Central Railway operating out of Ottawa to Helena, NY, has applied to the Board of Transport Commissioners for permission to discontinue its passenger service on this line.

The NYC, for economic reasons, made similar application last Summer. The Board allowed the railway to reduce the service to one train a day each way, during the winter months only, from November 1 to April 30.

Losses increasing.

Acting for the railway, Cuthbert Scott, QC, told The Journal that the NYC had continued to operate at increasing losses and would again apply for discontinuance of its complete passenger service on this line.

Freight service would not be affected.

The railway argues that the district is well served by two bus systems - Colonial coach and Cardinal Coach Lines.

Opposition at the Board hearing last year came from the city of Cornwall and the combined counties of Glengarry, Dundas and Stormont.

They wished the train passenger service to remain during the winter months when highways were icy.

Points of call.

The New York Central system serves the district south from Ottawa to Cornwall via Hawthorne, Ramsayville, Piperville, Edwards, Russell, Embrun, Cambridge, St. Albert, Crysler, Berwick, Finch, Newington, Northfield, Harrison, Black River.

The train crosses the St. Lawrence via the Roosevelt Bridge at Cornwall, and thence to Helena, NY.

The NYC was the only railroad in operation in this district during the Canadian Railway strike in August, 1950.

20/06/1952 *Ottawa Citizen**Prescott**Manotick*

Train Kills Two Horses At Manotick

When a speeding CPR passenger train scattered a group of some 30 horses which were grazing along the right-of-way at Manotick Station last night, two of the animals were killed and the others were sent stampeding over the countryside.

The horses, owned jointly by Earl Rafter and Mrs. Donna Teskey, had apparently broken through a fence and onto the railway property.

10/07/1952 *Ottawa Citizen**Kingston (CN)**Kingston*

Fire Hose Used On Blaze Sliced By Passing Train

By The Canadian Press

KINGSTON A train sliced through a hose on the tracks while firemen fought a \$200,000 fire yesterday at Elder Bottling Works. Col. James Ross, public utilities commissioner, said he tried to flag the train but the engine steamed through to the station without stopping.

Railroader Is Killed

By Staff Reporter

SMITHS FALLS Crushed between a baggage car and a backing engine of the Canadian Pacific Railway's Ottawa-Toronto train No. 23, Glen Davisson, 36-year-old yardman from Unity, Sask., was instantly killed at 2.30 o'clock this morning near the Smiths Falls station.

The accident occurred while cars of the passenger train were being switched from one track to another during a one-hour stop-over. Davisson reportedly had signalled the engine to back and pick up the front section of the train for the transfer operation.

The engineer was Raoul Andre, and the fireman was Keith Burnett, both of Smiths Falls.

The upper part of Davisson's body was jammed between the buffer and couplings as the engine met the first car. He was pronounced dead by Dr. Arthur B. Murphy.

Inquest Opened

A coroner's jury was impanelled this morning under instructions from Coroner Dr. J. J. McGuire. The jury viewed the body at the Amy Funeral Home at one o'clock this afternoon, but the date of the inquest had not yet been set.

05/08/1952

Ottawa Citizen

Chalk River

Petawawa

Five Members Of Family Die In Petawawa Crossing Crash

PEMBROKE Five members of one family died in a level-crossing tragedy in Petawawa Village yesterday afternoon.

A sixth, only survivor of the family a child of seven is in hospital here near death.

Dead are:

Percy Touseant, 30, Petawawa Village.

Mrs. Touseant, the former Evelyn Hudson.

Nelson, 5.

Leonard, 3.

Edward, 2.

Idella, 7, daughter of the dead couple, in Pembroke General Hospital, is given "little chance" of recovery.

The tragedy, which almost wiped out the Touseant family, occurred when the family car was struck by an extra freight train crossing the main street of the village at 4.42 p.m.

Killed Instantly

Mrs. Touseant and Edward were apparently killed instantly. Nelson and Leonard died in hospital several hours later. The father died about 10 p.m.

Idella, the survivor, has both legs broken and "critical" internal and chest injuries.

The father was presumably the driver of the car.

Police and residents of the shocked village said that the car had driven directly into the path of an eastbound CPR freight. The train was reported to be travelling about 20 miles an hour.

The scene was an unguarded level crossing, which is in continual heavy use. It is a few hundred yards east of the Petawawa CPR station on the railway's main line.

The car, a 1942 model, was smashed by the impact, which hurled it and its passengers a full hundred feet.

Along the right-of-way were strewn pathetic bits of their grocery order, purchased a short time before the crash. Slices of bread were imbedded on the front of the train engine.

Visiting Relatives

Police reported that the family had been visiting relatives on Highway 62 in the district, then had returned to the village for some shopping stops.

The southbound car was attempting to cross the tracks to go to the Touseant home, only a short distance away.

Several fence posts were knocked down by the car as it was thrown through the air. The train consisted only of the engine and tender, one freight car and a caboose.

The train was brought to a stop a short distance past where the car came to rest.

No explanation of the collision has been given. Investigators could conclude only that the car driver had apparently not seen the train at all.

No Eyewitnesses

Police could find no actual eyewitnesses to the crash. Several persons who heard the sound of the impact and came on the run said that the six passengers and the car were a tangled mass of humanity and steel when the car came to rest.

The train had not stopped at the Petawawa Station, police said. It had been moving slowly at the time, they confirmed.

There have been other bad accidents at that crossing in the past, residents recalled.

This tragedy, however, is believed to be the worst of its nature in the history of the area.

In charge of the train were Conductor Basil Abker, Engineer Leslie Ritchie and Fireman Earl, all of Pembroke.

No announcement regarding an inquest has yet been made. Coroner Dr. J. C. Bradley was called to the scene.

Provincial Police Sgt. S. Whitehouse and Constable J. E. Cooper are conducting the investigation.

The dead father was a son of Leonard Touseant of Boundary Road. He was employed by a Pembroke firm and was well known in the area. Both he and his wife are natives of the Petawawa region.

Caption to Picture

Tragedy Strode Thfs Path The dotted line traces the path of the ill-fated car which carried five members of the Touseant family to their death when the machine was hit by the extra freight train at 4.42 p.m. yesterday. The level crossing was unmarked by automatic signals. The car, a 1942-model was tossed 100 feet by the force of the impact. Southbound it was attempting to cross the tracks to go to the Touseant home a short distance away. -Photo by Newton

07/08/1952

Cobden Sun

Chalk River

A man, his wife, and three sons, all of Petawawa, were all killed Monday afternoon (3 August) at that village when their car was struck by a freight train. Their only daughter escaped death, but is in critical condition at Pembroke hospital.

Dead are Percy Touseant, 30, father of the family, his wife, Evelyn, 25, the former Evelyn Hudson, and three of their children, Nelson, five, Leonard, three and Edward, two.

In critical condition in hospital, suffering from serious internal injuries and two broken legs, is the eldest of the family, Idella, aged seven.

The Touseant car was struck at a railway crossing a few hundred feet from Petawawa Station by an eastbound freight about 4.40 on Monday afternoon.

Police believe that the driver of the car, which was travelling south, did not see the freight train and attempted to cross the tracks. Engineer of the train, Leslie Ritchie, of Smiths Falls, said that he did not see the car until the crash. A light rain was falling at the time.

The automobile was thrown about 100 feet from the point of impact and tore down a number of fence posts before coming to rest.

Mrs. Touseant and two-year-old Edward were killed outright while Leonard and Nelson died three hours after the accident. Percy Touseant died that evening about 10 o'clock in Pembroke General Hospital.

R. Bruneau, MP, Hurt In Fall Off Train

Special To The Citizen

VANKLEEK HILL Raymond Bruneau, MP, Prescott, narrowly escaped serious injury last evening when he tumbled from a moving train at Vankleek Hill Station.

He was rushed in a Berthlaume Ambulance to Notre Dame Hospital, Hawkesbury, suffering from head and shoulder injuries.

Mr. Bruneau had boarded the train with his wife who was travelling to Quebec City, and in attempting a last-minute leap from the fast moving parlor car he fell heavily to the station platform.

Dr. E. Auger, of Vankleek Hill, last night described his condition as "not serious." He is believed to be suffering from slight concussion.

26/08/1952 *Brockville Recorder*

Westport

Train Service Ending Arouses Fond Memories

Brockville, Aug. 26. Shed a tear for the passing of the old B & W. On March 4, 1888, the Brockville and Westport made its first run. On Saturday of this week it is scheduled to make its last trip over the lake-dotted, fertile farmland area that stretches 45 miles by rail from here to Westport.

As far as the Canadian National Railways is concerned, it is another short line running up deficits-going out of existence and making way for accounts to balance. It has chalked up deficits of \$400,000 during the past six years, including an amount last year of \$83,035.

To a few businesses that have continued during recent years to depend on it for transportation of livestock, cheese, feed, fuel, cement and the like, the abandonment of the old rail line is a hard blow. But for many of the villagers and farm families along the way, especially the old-timers, it digs deep into memories of the life and development of Leeds County over the decades.

The old-timers will tell you about the grandiose scheme for a St. Lawrence and Lake. Huron railway envisioned a century ago at a meeting- in Farmersville, long since known as Athens. The meeting came to naught. Many of the -- materials for an Italian crew to lay the line.

William Begley of Westport, who spent 39 years with B & W, tells how he stoked that first engine for a period and then took over as engineer. And W. C.

Baker, also of Westport, recalls the day he and his father were hailed as they, were crossing a road with a plow and so it happened that he turned the first -sod for the B & W. "That was in 1887," he says.

At Lyndhurst, Station Agent A. W. Hodgson called attention to the original steel rails with the lettering on each: "Cammell Sheffield Toughened Steel, 1886, P B & W & SSMR. Commented Conductor Moore "They used to say those letters stood for 'Bad Wages and Seldom See Your Money.' It was true, too. A lot of the tickets, too, were given in return for scrip. Course, prices in those days! Why, a woman back of Westport used to pack a crock of butter at two pounds for a quarter, and down here at Crosby a man by the name of Culbert used to sell eggs at three dozen for 25 cents. Why, I used to stay at a hotel in Westport for three dollars a week, and we had all homemade cooking including the bread. Huh, when "I got married I was -only making \$42 a month!

And work, I used to do more work in a day than I do in a month," he continued. In the days of the old woodburners I'd push in a couple of cords of wood, sit back and take a breath and go at it again. The winters we used to have! I've seen us take two days to go from Newboro to Westport; And the cold! There were no mitts.

or gloves, no goggles. Why, John Graham, the first engineer, never wore a mitt in his life.

"Those were the days when Jim Mooney used to ride the cow-catcher on a chair. That's a fact. And there were no air brakes, only hand brakes, you'd go past a station more often than you'd stop at it. And the baggage cars, they were under six feet and had to bend to get about."

Conductor Moore remembers, too that a horse-drawn stage picked up passengers in Westport for Kingston. Horse-drawn carriages gathered up mail at the various stations and delivered it to tiny post offices. Here, hacks and hotel buses, waiting for the train to cross the teetering trestle long since discarded lined up to furnish, transportation downtown.

Not so today. A paved highway alongside has changed the picture. In the station here the other morning every one within earshot looked surprised when a man at the wicket asked for "two tickets to Westport, return." It turned out that young Bill Askland and his dad were interested - in short line, single track, railroads. Bill said, his train, was an electric one. His father told us that the National Model Railroaders Association, Niagara Frontier region, was holding a convention here Oct. 3 and 4, and had considered a trip over the B and W.

"Have you got your seasick tablets?" Conductor Moore called out as I boarded the train. Besides Bill, his dad and myself, the only other passengers were a Dutch family who couldn't speak English, on their way from the Netherlands to Lyndhurst to the farm of Cecil McFadden, cattle drover.

Nowadays you wouldn't choose to go from here to Westport by train. The roadbed, seems to get bumpier as the train gets closer to Westport. Chugging along in the cab for a short distance with Engineer D.E.Moran demonstrating the controls of engine 86, some 40 years in service, you think it is rougher than riding a farm, tractor.

But 25, 30, 40, 50 years ago, people enjoyed riding on the B & W. Trains pulled out of here during the summer season with great numbers of fishermen and campers, many of them from the United States, bound for Charleston Lake near Athens, Upper and Lower Beverly. at Delta and the Rideau Lakes beyond. Special trains made excursions to Delta for the famous merchants picnics of those days. Women all along the route used the B & W for shopping expeditions to this town and a good visit on the way. Monday mornings and. Friday evenings trains would be lively with boys and girls who attended high school away from home. A.E. Watt, station agent in Athens from 1918 until the beginning of this year remembers when the B & W had six trains a day, four of them passenger.

The last run? Maybe George T. Fulford, M.P., and a few officials will be on board. Says the conductor, It'll be the same as any other. And what'll we have left? A lot of fond memories.

30/08/1952 *Athens Reporter*

Westport

A railroad which has been as much a part of this country as the scenic beauty and fertile farm land which stretches on both sides of its tracks will make its swan song this afternoon when the Brockville and Westport Railway ceases operations.

Over the original Sheffield steel rails laid in 1887, the B and W. will pull into Brockville on the last trip of a career which has functioned for 64 years. At the throttle will be Dan Moran, of Brockville. Lorne Hadbottle is the fireman and C.A. (Pete) Price the conductor.

It is expected that many of the curious as well as several district residents will make the last trip. The mixed freight and passenger train is scheduled to reach Lyn Junction at 4:05 pm Standard Time. It will arrive in Brockville shortly after 5:15 pm, Daylight Saving Time.

Sidney John Sully, agent at the end of the line retired from service last month. He was agent at Westport for 36 years.

Truck Driver Decapitated By Train.

Wreckage Litters Crossing

Robert Garlough Killed Instantly

An Ottawa truck driver met swift death in a level crossing accident at the city's southern outskirts while on his way to work early this morning.

he victim, Mahlon Robert Garlough, 51, River Road, Billings Bridge, was alone when his truck hit the side of a CPR passenger train at a crossing on the Hunt Club Road, 500 yards west of the Metcalfe Highway.

On Way To Work

Eyewitnesses said Garlough had been driving his truck east on the Hunt Club Road, on his way to work at the George Spratt gravel pit.

Although the engineer of the speeding train applied the emergency brakes in an effort to bring his train to a stop, he was unable to avert a collision.

Garlough was instantly killed when the cab of his truck was sliced off and tossed high into the air. His decapitated body was found only a few feet from the roadway but pieces of the truck were strewn for 300 yards down the railway right-of-way.

Toronto Train

The train was the regular passenger pool train No. 34, from Toronto to Ottawa. It was due in the Capital at 7.40 this morning and the accident happened at approximately 7.45 a.m., according to city police who investigated. The train, first section of the overnight CPR-CNR passenger to Ottawa, was held up for an hour and three-quarters until officials finished their preliminary enquiry.

The second section was flagged by members of the first train and was also held up until the line was cleared and both trains proceeded to the Union Station.

"A Miracle"

Bystanders at the scene said it was a miracle that the crack train was not derailed by debris of the truck which littered the track.

Last man to see Garlough just before he drove his truck on to the crossing, was William Heron, who lives on the Hunt Club Road. a few hundred yards west of the crossing.

He waved to me and said 'hello' as he drove past me on the road." Mr Heron said. "He. worked for George Spratt., hauling gravel, and was on his way to work at the gravel pit."

Hears Impact

Mr Heron said he heard the impact of the collision and knew something had happened.

"I saw the body of the truck go up it must have been 15 feet in the air before it crashed to the ground, when I got there the man was beyond any human help. He must have died instantly.

"It's a very dangerous crossing and something certainly should be done about it," Mr. Heron added.

Vision Clear

The road was dry at the time and the vision was clear but some think Garlough may have been blinded by the rising sun and did not hear or see the approaching train coming from the south.

Spectators at the scene following the crash found pieces of the truck scattered along the side of the track and across the fence for a distance of three telephone poles. The engine, clutch and grill were among the parts carried farthest, about 250 yards from the point of the impact.

Dr. Charles E. Shapiro viewed the body at the scene and ordered it removed to the morgue at the Civic Hospital by Exclusive Ambulance.

Constable Morits Nash was first member of the Ottawa police to reach the site of the crash. He was followed by Sgt. Walter Hudson and Sgt. Roland Beauchamp who completed their investigation for the city police,

In Charge Of Train

In charge of the train was Conductor A. Cammack, of Toronto. Other members of the train crew were H. Creighton. 235 Carruthers Street and Fireman A. Labrle, 115 Amherst Street.

10/09/1952 *Ottawa Journal*

Renfrew

Arnprior

CNR FreightTrain Derailed at Arnprior

ARNPRIOR, Sept. 10. Service on the Canadian National Railways branch line from Ottawa to Pembroke and Barry's Bay was disrupted today as the result of a freight derailment just east of the CNR bridge at Arnprior at 10 o'clock last night. The slowly moving ballast freight was travelling west with empty cars when six cars jumped the rails just before reaching the bridge.

No one was injured and CNR officials from Ottawa are investigating. Meanwhile trains were being rerouted via Beachburg.

Conductor on the train, was J. D. Cameron and the engineer was J. G. Dodd..Both men are from Ottawa.

10/09/1952 *Ottawa Citizen*

Renfrew

Arnprior

Derailement At Arnprior

Special To The Citizen

ARNPRIOR A freight train derailment just east of the CNR bridge at Arnprior last night blocked all service on the CNR branch line to Pembroke and Barry's Bay. Normal service was expected to be restored late this afternoon, according to railway authorities.

Six cars of a slow-moving ballast freight, moving west, jumped the track just before reaching the bridge, completely blocking the line. The train was in charge of Engineer J. S. Dodds, 325 Cambridge Street, and Conductor J. D. Cameron of 534 King Edward Avenue

No one was injured In the mishap and the cause of the derailment is undetermined pending an investigation and survey.

Until the tracks are cleared trains are being rerouted over another line via Beachburg.

25/09/1952 *Ottawa Citizen*

Winchester

Green Valley

Green Valley Schoolgirl Killed At Level Crossing

Special To The Citizen ALEXANDRIA

An eight-year-old Green Valley school girl, Bertha Lalonde, died In Cornwall's Hotel Dieu Hospital early last evening of multiple skull fractures suffered when he was hit by a westbound CPR freight train at the Green Valley Highway 34 level crossing.

She was a daughter of Mr. and Mrs. Jean Paul Lalonde, Green Valley, located about three-and-one-half miles south of Alexandria.

Ontario Provincial Police Constable R. A. Hood of Lancaster, who investigated, said it was believed that the girl was running home from school along Highway 34, when the accident occurred.

Bertha was a pupil of Green Valley Separate School, which lies south of the crossing. Her home was north of the CPR's Montreal Toronto main line.

Was Hastening Home

It was shortly after four o'clock when the little girl was hastening home, all alone, that the accident happened.

Although the crossing is protected by wig-wag warning signals and a bell, apparently the youngster thought she could cross the tracks before the train, which was in the care of Engineer E. P. McReynolds, Smiths Falls.

The girl's body was thrown to the side' of the tracks. A neighbor, a Mr. Menard, was summoned, and he rushed the girl to Cornwall in a station wagon.

She died a few minutes after reaching the hospital, where Dr. L. A. Caldwell diagnosed her injuries.

The little girl was one of five children in the Lalonde family, long-time residents of Green Valley, where Jean-Paul Lalonde is employed by the Menard Construction Company.

Besides her parents, she leaves one brother, Marcel, and three sisters, Marie, Denise and Vivienne.

New Rail Link - CNR work train, upper right, is seen laying ballast on a new rail connection near South March which will divert traffic from the Barry's Bay line on to the CNR's main line into Ottawa. At left is seen the railway bridge which carries the main line over the former Renfrew subdivision line, eight miles of which are to be abandoned between this connection and the Carting Avenue crossing at Kirkwood Avenue. The new junction will be in operation on Monday, September 29th. The eight miles of former right of way will become the western section of the new limited-access crosstown highway 17 near South March. The center section of the cross town tracks will be eliminated when the new yards for the use of the CNR on the Walkley Road are completed. The new junction is located one-half mile southeast from the railway overpass on highway 17 at Shirley's Bay, but it cannot be seen from the highway because of the screen of trees.

Man Killed When Auto Rams Train

His frantic, last-second attempt to leap to safety from the rear seat, of a moving automobile just before it rammed a freight train yesterday afternoon, resulted instead in the death of a 31-year-old man.

Mozart Durand, 67 Albert Street, Aylmer, Que., died almost instantly, when he jumped from the swerving automobile into the side of a freight car.

Two occupants in the front seat of the automobile escaped unhurt, when the early-model sedan crashed into the side of a passing freight, at the CNR level crossing on the Merivale road, about two miles south of City View Post Office. The accident occurred about 4.30 p.m.

Armand Larose, 29, of 172 Armstrong Street, driver of the car, and Albert Vigeault, 28, also of 67 Albert Street, Aylmer, walked out of the automobile without a scratch, although the motor in front of them buckled in the impact with the train.

None Saw Leap

No one witnessed the leap that ended in the death of the rear-seat passenger. From evidence in the wrecked auto, however, it was clearly indicated that the door had been opened from within.

It is believed that Durand noticed that the car was headed for the train, and tried to jump from the slow-moving automobile. The car swerved after striking the train, and veered from its northbound course, east across the road. The victim of the accident either lost his balance, or was thrown by the impact, and fell into the corner of one of the cars.

He was dragged a distance of about 25 feet, and died as a result of head injuries in a matter of seconds.

"There is little doubt but that Durand would have escaped unhurt, as did the two occupants in the front seat, if he had stayed in the car," an investigating police officer reported.

Coroner Dr. Harry Dover stated that an inquest will be held.

Involved in the fatality was an eastbound extra-freight train, locomotive No. 3434, in charge of Conductor Robert Stewart and Engineer H. O. O'Connor. The train was not ordered to remain on the scene.

Daily Highlight Policeman, doctor, priest, taxi drivers, everyone turns out to meet the noon train from Ottawa at Barry's Bay. Engine 5072 pulls in with two express cars and passenger coach, brings mail and parcels, turns on "Y", and heads back to Ottawa. Photo by Inglis.

2 Men Escape As Engine Wrecks Car

Two men escaped with only a few cuts and bruises last night, when a locomotive reduced their late model automobile to a mass of twisted wreckage, in a level-crossing crash near the Dominion Experimental Farm.

Scene of the accident, which occurred shortly before 9.30 p.m., was the CPR crossing on the Prescott Highway, just west of Dow's Lake, and at the rear of No. 8 Temporary Building.

Injured were: David J. Barton, 27, of 5 Gilchrist Avenue, driver of the westbound car. He was treated in Civic Hospital for cuts about his head and face, and was detained.

Allen Babcock, 30, City View, who left the hospital after bruises about his back and shoulders were treated.

Coal Train

Involved in the crash was a northbound coal-train (locomotive No. 2202), reported to be travelling across the highway at a low rate of speed. In charge of the train were Conductor Frank Cope, and Engineer William Austin.

Police were told that the car had been proceeding west on the busy highway at a moderate speed, when it crossed the CPR tracks directly into the path of the oncoming engine.

The car was struck broadside by the cow-catcher of the engine, between the front and rear left doors. Though not overturned, it was spun about by the impact and was thrown about 15 feet into a railway warning signpost on the west side of the tracks. The wrecked automobile came to rest facing the road.

Passing motorists rushed to the aid of the two men and helped them from the wreckage. They were taken to hospital in an Ottawa Fire Department emergency vehicle.

Constables Stu Storey and Ray Lacroix were called to investigate.

Blame Laid To Driver In Car-Train Accident

A coroner's jury last night blamed lack of alertness on the part of an automobile driver for a level-crossing train-car crash that resulted in the death of Mozart Durand, 31, of Aylmer.

The accident happened on the afternoon of October 1.

The victim of the accident was a passenger in the rear of a 37-model automobile driven by Armand Larose, 172 Armstrong Street, when it struck a freight car at the CNR-Merivale Road crossing.

Jury Verdict

The verdict of the coroner's jury read in part: "From the evidence submitted it is the opinion of this jury that had the driver of the car been more alert when he was approaching the crossing this fatality would have been averted."

Although attaching no blame to the train crew, the jury also recommended that a greater vigilance be observed by train-men when coming into Ottawa in order to reduce the number of level-crossing accidents.

All of the witnesses testifying at the inquest agreed that visibility at the crossing was "excellent" and the approaching train could have been seen for at least a third of a mile before it came to the crossing.

Two employees of the Ontario Hydro, as well as member of the train crew, declared that a warning whistle had been sounded by the engineer, which started a quarter of a mile from the crossing and continued until the locomotive had passed the Merivale Road.

The driver of the car and a front-seat passenger, Albert Vigneau, of Aylmer, declared that they heard no warning whistle.

Other witnesses appearing at the inquest held in the courtroom at No. 1 Police Station included, Dr. John Patton, Ormond Barton, Hector Campbell, Lucien Tasse, and John Kilrea, as well as CNR employees George O'Connor, George Stewart, George Burns, Orval Ruttle and Charles Maher. Ontario Provincial Constable Bernard Goetz submitted the findings of his police investigation into the fatal accident.

Coroner Dr. Harry Dover presided at the inquest. The witnesses were questioned by Sidney V. Cwinn, who was acting for the crown-attorney.

City Police Stop Train In Best Western Movie Thriller

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

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

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

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

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

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

Second Act Climax

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

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

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

Probing Crash at Britannia

Investigation Into last night's express-truck crash at Britannia on Highway 17 will be carried out through the assistant superintendent's office at Smiths Falls, Canadian Pacific Railway officials said this morning.

The Ottawa CPR superintendent's office said that as yet they had received no official report on the accident and sg could make no comment. They added, however:

"The accident occured In the territory which is controlled by the assistant superintendent at Smiths Falls and an investigation will be launched through that office."

Jumping clear of his stalled [sic] Earl Sadler jumped clear of his stalled truck seconds before a fast CPR. passenger train struck it and wrecked it completely.

Just In Time

Sadler, who had been travelling west on Highway 17, told police his truck stalled on the track. He saw the train, which was heading out of Ottawa, coming at the truck out of the misty rain and managed to leap clear in time.

The train smashed into the three-ton vehicle and hurled it more than 100 feet from the roadway. The body and frame were twisted grotesquely at right angles to each other, the engine was flung five feet away from the body and the heavy dual rear wheels remained be side the roadway.

The train stopped only briefly so that the crew could discover what damage had been caused and injuries inflicted, if any. It continued on its way before the police arrived. It was understood the reason for this was that the line is heavily travelled and rail traffic would have been held up if the train had remained for investigating officers.

The lights of two police cars attracted many car drivers travelling the highway, who stopped to render any assistance necessary to possible injured persons.

The crossing, which is equipped with a wig-wag signal, has been the scene of numerous train - car and train - truck accidents.

Constables B. M. Goetz, Gordon McDonnell and Cpl. Carl Johns of the Ontario Provincial Police investigated.

Two Escaped Convicts Captured By Eastview Police

A manhunt for two escaped convicts who crashed their way through the window of a moving train in a daring bid for freedom Wednesday night(05/11), ended at the outskirts of Ottawa last night with their recapture by Eastview Police.

Object of a two-province search since their escape near Chalk River through the window of a coach on the Canadian Pacific Transcontinental Flyer, Jean Paquin, 29, and Rheel Poirier, 21, are being held at No. 1 Police Station pending the arrival of federal authorities.

They made their escape while being transferred from St. Vincent de Paul Penitentiary, Que., to Stoney Mountain Penitentiary Man., as the train was pulling into a station in the Chalk River area.

The Records

Convicted on a series of thefts, Paquin had been sentenced to serve seven years, while Poirier, convicted of armed holdup, has six years to serve.

A tip-off from an Ottawa motorist, Jacques Paris, 242 Wilbrod Street, who had given the pair a ride from Cumberland, led to the arrest.

They were picked up by Constables Lawrence Quesnel and Gerald Rioux of the Eastview police, while attempting to pick up a ride at the corner of Montreal Road and St. Laurent Boulevard.

At the time of their arrest both men were still wearing the gray-denim prison garb in which they escaped. On their ankles were the manacle-bracelets that secured them while they were on the train. The train [sic] that linked the bracelets between each man's ankles had been severed by stones.

No Struggle

They entered the police car without a struggle. In fact, the police officers reported, they seemed almost happy to be back in custody.

They told the arresting officers that they had not tasted a bite of food since their escape on Wednesday night.

When questioned by police both men replied in French. It is believed that they could not speak English.

The pair were transferred from Eastview Police Station to No. 1 Police Station in Ottawa, where they are being held.

The escape of the convicts was first learned when the train pulled into the Chalk River station shortly after 7 o'clock Thursday morning. It is believed that they crashed through the window somewhere between Pembroke and Chalk River.

Both Injured

When arrested last night both men bore visible evidence of slight injuries suffered when they hit the steep embankment after leaving the train.

An adhesive bandage on Pooler's forehead concealed a deep cut, while a makeshift bandage torn from prison underwear covered the head of the second escapee. Paquin walked with a marked limp, when arrested. He told police that an old bullet wound on his left leg had "acted up" during the long journey from Chalk River to Eastview.

From the prisoners came this story of their daring escape. They reported that during the dark of Wednesday night as the train slowed down to about 45 miles an hour, they jumped through the window.

Their ankles were manacled at the time. When hitting the railway embankment, both men rolled over and over down the steep embankment, suffering slight injuries from rocks on the side of the tracks.

They hid in a nearby bush for several hours. After, making certain that the train did not stop, they crawled from their hiding place in the thicket.

Broke Chains Their first task was the arduous job of breaking the chain that secured their manacles. This required several hours of pounding. It was daylight by the time they were able to leave the train tracks.

Hiding by day, and hitch-hiking by night, they started the two-day trip that took them to Cumberland early yesterday evening.

At the outskirts of the village they hailed the car driven by Paris. Unaware of the nature of his prospective passengers he stopped the car, and allowed them in.

One glance at the two men aroused his suspicions. When he reached St. Laurent Boulevard, he asked them to leave the car. They did as he asked.

Report To Police

Mr. Paris lost no time in making his way to the Eastview Police Station, about a quarter of a mile away. He reported to Constable Rioux that he "had given a ride to the two convicts who had jumped from the railway train".

Sgt. Emile Martel of the Eastview police dispatched the two officers to the scene, and at the same time called Ottawa City Police for further assistance if needed.

When the two Eastview policemen reached the corner, they found the wanted men lounging against a post. They drove over, ready for real trouble, but the expected trouble did not arise.

"Get in", said Constable Rioux, opening the door of the car.

"O.K.," was the response. The pair did just that.

Detectives Henry Gravelle and Gordon Lowery, of the Ottawa City Police, arrived at the corner about one minute later, but the two prisoners were already on their way to the Eastview Police Station.

No More Trouble

Once there they accepted smokes gratefully, and acted more in the manner of chastened schoolboys, than hardened criminals. "We don't want any more trouble. We have had enough", they told police.

Responsible for their capture, Mr. Paris was apparently quite unconcerned over the part he had played. After leaving the police station in Eastview, he motored to his home, and then without mentioning the incident to his parents, he went out with some friends to spend the evening.

He could not be reached by The Citizen for comment last night

Admit Bid For Liberty

Two convicts who smashed their way to freedom from a moving train, last Wednesday night and were recaptured in Eastview Friday night pleaded guilty in City Magistrate's Court to escaping custody.

The duo 21-year-old Rheel Poirier and 29-year-old Jean Paquin, both of Montreal were remanded for sentence to Thursday by Magistrate Glenn Strike, QC.

Paquin, convicted of a series of thefts, had been sentenced to serve seven years in penitentiary, while Poirier, convicted of armed holdup, had six years to serve.

They jumped from the train near Mattawa while being transferred from St. Vincent de Paul Penitentiary to Stoney Mountain Penitentiary in Manitoba. Eastview Constables Gerald Rioux and Lawrence Quesnel nabbed them as the pair attempted to pick up a ride at the intersection of St. Laurent Boulevard and the Montreal Road. In court today, both appeared anxious to get back to penitentiary without a long hearing. "We want to plead guilty and be sentenced right away," Paquin told the court.

2-Year Term For Escape

Two long-term convicts who leaped from a moving train last Nov. 5 and were recaptured in Eastview two days later were each given additional two-year penitentiary terms today by Magistrate Glenn Strike, QC.

One of the pair, 29-year-old Jean Paquin, of Montreal, convicted of a series of thefts, now has a total of close to ten years to serve. The second, 21-year-old Rheel Poirier, also of Montreal, convicted of armed holdup, will be jailed for close to nine years.

Paquin was given an eight-year term last April and Poirier a seven-year sentence last May.

The duo jumped from a train near Mattawa while they were being transferred from Quebec's St. Vincent de Paul Penitentiary to Stoney Mountain Penitentiary in Manitoba.

Recaptured last Friday night by two Eastview constables, the pair pleaded guilty to escaping custody in court here Monday. They will now be transported back to St. Vincent de Paul Penitentiary to serve their sentences, it is understood.

15/11/1952

Ottawa Citizen

Chalk River

Castleford

Aged Recluse Is Killed

Special To The Citizen RENFREW Mrs. Esther Nell, 87-year-old recluse of Castleford, Ont., was instantly killed shortly after five o'clock yesterday evening, when she was struck by a freight train while walking on the CPR tracks approximately one mile east of this town. Dr. L.J. Mulvihill, local coroner, ordered the body removed to the McPhall and Perkins Funeral Home. He did not indicate whether an inquest would be held. OPP Constable A. Papertzlan investigated and controlled traffic which had been halted on the Renfrew Highway for more than a quarter of an hour. A well-known figure in the district, Mrs. Nell lived alone in a small cottage in Castleford. It is not known whether she has any relatives.

19/11/1952

Ottawa Citizen

Renfrew

Madawaska

Caption to picture

"Ghost Town" - One of the first things that catches your eye as you arrive in Madawaska by rail or road, is the skeleton of the once-busy Grand Trunk roundhouse that held 35 locomotives when Madawaska was a division point on the railroad, built by J.R. Booth. The town's population shrank by 200 when a section of the road was ripped up and the roundhouse closed in 1933,

25/11/1952

Ottawa Citizen

Kingston (CN)

Cornwall

Bus Barely Misses Train

Special To The Citizen CORNWALL A busload of children and adults missed death or serious injury, by inches Monday (24/11) when the bus stopped on a level crossing here in the path of a speeding freight train.

The driver was momentarily confused when the automatic crossing gate hit the front of the bus as the vehicle started across the tracks. He regained his presence of mind as the children started to scream about the oncoming train, a passenger said, and calmly drove ahead.

"I am sure he intended to crash the other gate if he had to," said Mrs. F. F. Perishing of Cornwall, "but it was lifted just in time.

"We got across about two feet in front of the train. It was awful, the children were screaming and the train whistle was blowing. Thank God that bus driver kept his wits about him."

The driver, Vernon Cooke of Cornwall, was commended by his company, the Cornwall Street Railway. Light and Power Company for averting possible tragedy.

25/11/1952

Ottawa Citizen

Prescott

Manotick Man Hurt, Car Hit By Train

Seventy-one-year-old John Sloan, of Manotick, suffered severe back and head injuries shortly after 8 a.m. today when the car in which he was riding was hit by a slow-moving CPR freight train and sent spinning into a second car.

The accident occurred at the CPR level crossing on the Prescott Highway just west of Dow's Lake.

Civic Hospital authorities described Sloan's condition as "satisfactory" early this afternoon.

A Chance Ride

It was a chance ride with Russell Williams, of Manotick, that brought Sloan into Ottawa today.

Williams, who was travelling to work here, picked Sloan up as a favor and was eastbound on the highway when the vehicle was struck by the northbound freight.

The Williams car, hit in the right rear section, was hurled over the crossing, swung around and pushed against a westbound car driven by William D. Archambault, 1074 Normandy Crescent, Rideau View. The Archambault car had stopped for the oncoming train at the crossing.

Damage Minor

Damage to the Archambault machine was minor. The Williams car suffered an estimated \$400 damage.

Sloan, who had been sitting in the front seat with Williams, suffered possible spinal injuries, head injuries and some abrasions to the face and nose. He was taken to hospital by a passing motorist.

Williams told Constable Spratt he had looked to the north as he approached the crossing and had seen nothing. He could not recall looking south. The train was estimated to be travelling about 10 miles per hour.

The freight, in charge of Engineer David Milks and Fireman Andre Legare, both of Montreal, was pulling a load of oil from Montreal into the CPR yards.

29/11/1952

Ottawa Citizen

Prescott

None Injured When Train Strikes Auto

An Ottawa driver was un hurt yesterday after a slow moving freight locomotive had plowed into his car at the CPR level crossing on the Prescott Highway, near the entrance to the Dominion Experimental Farm.

(The crossing is located near Dows Lake, almost directly behind No. 8 Temporary Building.)

The car, driven by James Gunn, 38, of 168 Greenfield Avenue, was travelling west on the Prescott Road, when it was struck by the southbound engine. Damage to the car was estimated at \$500.

Involved in the accident was freight No. 76 (locomotive No. 5200) in charge of Engineer George Lallier of Montreal.

Constables George Bashara and George Warren investigated.

09/12/1952

Ottawa Journal

Prescott

Ottawa West

CPR Foreman hurt in boxcar tumble

A CPR yard foreman, Norman Abrams, of 273 Slater Street, was taken to Ottawa Civic Hospital with back injuries received when he fell from a moving box-car in the CPR yards at 5.30 Thursday afternoon near the Wellington Street Bridge.

Mr. Abrams missed a handrail near the roof of the car he was climbing and fell to the ground, narrowly missing the rails of the neighboring track. The accident occurred on a track in front of the yard office.

He was detained at the hospital for observation. Hospital authorities reported that his condition was "satisfactory".

Constable John Fermoye investigated.

Renfrew Couple Killed By Train At Crossing

RENFREW Two persons, identified as Mr. and Mrs. W. R. Mason, 300 McAndrew Street, Renfrew, were killed instantly early this morning when their car was struck by the CPR Sudbury-bound train at a level crossing three miles west of here.

Dr. L. J. Mulvihill, district coroner, was called to the scene. He did not decide immediately whether or not an inquest would be held.

The Mason car was struck by the train just as it reached the top of a rise, at the crossing. The front part of the car, with the two passengers, was carried for some 150 yards down the track.

Wreckage was strewn for yards around the scene as the car was cut completely in two by the impact. The auto engine was hurled over a fence into a nearby field.

Had Attended Party

The couple, both in their late 40's, were reported to have left a party at the home of Walter Galbrath, a short distance from the scene, just a short time before the crash occurred.

They were followed down the concession road by Mr. and Mrs. Percy Wilson, who also had been at the party.

Frosted condition of the car windows was given as the possible reason why neither Mr. Mason, nor his wife, was able to see the oncoming train, as visibility at the crossing is good.

Dr. A. T. Mackie was called to the scene, then Dr. L. J. Mulvihill, district coroner.

The bodies were taken to the Cochrane Funeral Home.

Cpl. E. A. Hunter and Constables A. Perpetzian and Thomas Wark of the Renfrew Detachment of the Ontario Provincial Police, were called to investigate the accident.

The train, first section of CPR No. 9 bound for Sudbury, had pulled out of Renfrew just a short time before the crash.

Engineer of the train was Lucien Brunet, 42 Viscount Avenue, Ottawa. Conductor was T. Spooner.

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Caption to picture

This Was A Car This pile of twisted and torn wreckage is all that remained of the car which carried Mr. and Mrs. W. R. Mason, of Renfrew, to their death in a level crossing accident early this morning. The car, hit by a CPR train near Renfrew was carried 150 yards down the track and completely demolished. (Story on Page 3). Photo by Moulton