

Local Railway Items from Area Papers - 1956

16/01/1956 Ottawa Citizen

Sussex Street

Beechwood Avenue

Women Hurt In Crash Of Car, Train

Two women were taken to General Hospital Sunday afternoon after the car in which they were riding collided with a CPR diesel shunting locomotive at the Beechwood Avenue crossing. The crossing is at the east end of the St. Patrick Street Bridge.

Neither Mrs. Aldea Marinier, 46, of 73 Clarence Street, nor Mrs. Louisiana Marcil, 32, 183 Slater Street, were badly hurt. Mrs. Marinier received painful facial cuts; Mrs. Marcil undetermined leg injuries.

Alcide Marinier, 46, driver of the car, said he was driving west on Beechwood when his auto collided with the diesel. Bright sunlight shining in his eyes was given as a possible reason for the crash.

The collision hurled the car off the roadway onto the south sidewalk of Beechwood. Damage to the front end of the auto was about \$500.

Mrs. Marinier was taken to hospital by a passing taxi. Mrs. Marcil was taken by Constable Don Parker, who investigated.

17/02/1956 Ottawa Citizen

Carleton Place

Two Escape In Crashes At City Level Crossings

An Ottawa driver miraculously escaped serious injury and a city employe operating a grader was slightly hurt in two level crossing accidents in the city.

Frederick W. Heard, 42, of 130 Bayswater Avenue, was taken to Civic Hospital after his light English station wagon was completely demolished by the CPR's crack Transcontinental flyer, the "Canadian", this morning. He suffered only shock and a minor cut over his left eye and was released almost immediately.

Grader operator Joseph Emile Forget, 584 Lisgar Street, was also treated at Civic Hospital after his machine tangled with a CPR locomotive at the Gladstone Avenue level crossing last night. He complained of pain in his left arm.

In this morning's spectacular crash, the rear of Mr. Heard's 1953 Hillman was torn to shreds. The accident occurred at the Churchill Avenue-Scott Street crossing shortly after 7 a.m. He was taken to Civic by Constable Bill Lupino.

Mr. Heard was driving south on Churchill. The CPR flyer, in charge of engineer Emile Carle, 55 Robinson Avenue, Smiths Falls, and Conductor William Quinn, 140 Third Street West, North Bay, was entering Ottawa,

Mr. Heard said he did not see the train until a split second before the impact. The heavy locomotive smashed into the rear of his 1953-model station wagon, spinning it around in a circle.

The driver told Constable Lupiano he opened the door on his side and hurled himself free. His vehicle missed him by inches as it was knocked headlong into a snowbank.

In last night's accident, the heavy city-owned grader was damaged to the extent of \$1,000 when it was carried 42 feet along the railway right-of-way by a slow-moving locomotive.

CPR engineer, Harry Creighton, told Const. Kenneth Ritchie that he was travelling south across Gladstone Avenue at about four miles an hour when the accident happened.

His engine was coupled onto a second locomotive. Both were enroute to Union Station to pick up the Toronto-bound flyer.

Mr. Forget reported that he had been backing up among the four sets of rails, CNR and CPR, but because of the noise of the grader failed to hear the warning bell and whistle of the approaching engine. A wig-wag signal that warned of the danger was not noticed by the grader-operator, police said.

20/02/1956 *Ottawa Citizen* *Beachburg*

Four High School Students Die As Auto Loses Race At Level Crossing

PORTAGE DU FORT Four High school students died when their car lost a race to beat a freight train to the CNR level crossing here about 3.15 p.m. Sunday.

Portage du Fort, Que., is 45 miles northwest of Ottawa.

The four youths were travelling to Bryson, Que., for an afternoon hockey game.

The victims:

Harold Knudson, 19, of Douglas, driver of the car.

Elroy Zohr, 17, of Eganville.

John Hunt, 16, of Eganville.

Calvin Fiebig, 17, of Eganville.

The first three died instantly. Young Fiebig was found alive at the crash scene, was rushed to Pontiac Community Hospital in Shawville and died early Monday morning, less than 10 hours after the crash. He suffered a fractured skull, two fractured legs, a fractured arm and multiple cuts.

Thrown 150 Feet

The east-bound, 36-car freight struck the 1949 north-bound car broadside, scattering bodies and parts of the car for distances up to 150 feet.

The engineer, George Fournier of 122 Glenora Avenue, Ottawa, told police he was approaching the crossing at about .40 to 50 miles per hour and blew his whistle twice before the crossing.

Noticed Car Racing

He noticed one car stopped at the crossing waiting for his train to pass and, at the same time, a north-bound car approaching from the other side, racing to beat the train.

He blew his whistle a third time and applied the emergency brake. The heavy train could not stop in time, however, and it plowed into the car, hitting it broadside and demolishing it as the bodies flew out of the wreckage.

Occupants of the car stopped at the crossing were Mr. and Mrs Emillo Lemaire and Earl Sparling, all of Bryson, Que. They told the same story of the accident as the engineer of the train. Their car was stopped because the occupants had heard the train whistle.

Dr. S. E. McDowell of Shawville, called to the scene of the accident, said only young Fiebig was alive when he arrived. He administered first aid to the young man and had him rushed to the Shawville hospital.

Will Hold Inquest

Coroner Dr. John A. Bradshaw of Campbell's Bay, who viewed the bodies, said an inquest will be held.

The level-crossing, on a straight stretch of snow-covered gravel road, is marked with a stationary sign, but has no wigwag.

However, skies were cloudy and police said a line of trees west of the road hampered visibility from the direction from which the train was approaching.

The train was held up for about an hour and 20 minutes by the crash. None of the train crew was hurt. Police said damage to the train was minor.

S. G. Anderson of 38 Merritt Street was the conductor on the train.

Detective Andre Audet of Campbell's Bay and Traffic Officer John Richardson of Shawville, both of the Quebec Provincial Police, investigated the accident.

23/02/1956 *Ottawa Citizen* *Montreal and Ottawa*

Hammond - Their car ripped apart by a CPR train travelling at about 80 miles per hour, a father, mother and their youngest child were killed here shortly after midnight. Hammond is located about 25 miles southeast of Ottawa.

The level crossing crash that took their lives brought the toll to 10 persons killed in automobile-train collisions in the Ottawa area during the past four days.

Mr. and Mrs. Emile Legault, of Hammond, and their 13-year-old son Henri, died instantly when the Ottawa-bound flyer, No. 17, plowed into the side of their auto at 12.28 o'clock this morning.

It was on the same CPR tracks, only 10 miles eastward that three young persons were killed in a level-crossing crash just 26 hours earlier at Navan.

On Sunday evening a collision between an auto and a CNR freight train resulted in the death of four youths at Portage du Fort, Que., about 45 miles north-west of Ottawa.

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27/02/1956 *Ottawa Citizen* *Lachute* *Gatineau*

CPR CABOOSE GETS LOOSE IN BIG WIND

Most children these days are familiar with the pictorial story of the runaway caboose.

Well Saturday over Gatineau way a CPR caboose -with an assist from the high winds DID run away and went two miles down the line before coming to a halt.

The caboose, parked on a siding at Gatineau, was caught by the winds, moved over a switch to the main line and started rolling east. A switcher was sent after it.

CPR local No. 424, Ottawa to Montreal, which was just pulling into Gatineau when the caboose took off on its own, was delayed 50 minutes. No other trains were affected.

28/02/1956 *Ottawa Citizen* *Renfrew*

Escapes level Crossing crash With Minor Hurts

An Ottawa driver escaped with minor injuries last night in the fourth level-crossing crash in the Ottawa area within eight days

Keith Sasseville, 34, of 184 Aylmer Avenue, was trapped in his car when it rolled down a 40-foot ravine after ramming into a CNR baggage coach at a local unguarded crossing.

The accident occurred on the CNR crossing at Riverside Drive, west of Hurdman's Bridge. Involved was a train of baggage coaches being taken from the Union Station.

(Ten persons lost their lives in the previous crossing accidents that occurred in the district.)

Mr. Sasseville was alone in the car at the time of the accident shortly after 8.30 o'clock.

Hit Last Coach

His car struck the last coach on the train, and was forced about 40 feet down the right of way by the impact. The car did not come to rest until it rolled down the deep ravine on the side of the railway right-of-way.

The auto, valued at \$1,800, was wrecked beyond repair.

The injured man was taken to Civic Hospital by Ralph Latta of 215 Eastern Drive, a passing motorist. Sasseville was treated for a back injury but was not detained.

He told Const. Donald McDonald that he was travelling north on Riverside at a slow rate of speed, and did not notice the train. He reported that there were no lights on the coaches and that he heard no warning signal.

Arthur J. Shaw, yard foreman, in charge of the train, told police that there were some lights on the last coach, though the other cars were unlit. He reported that the regulation whistle had been sounded as the engine approached the crossing.

12/03/1956 *Ottawa Citizen*

Alexandria

Russell Road

Train Demolishes Car - Couple Escapes Unhurt

A frightened and badly-shaken Hull couple walked away from their completely demolished 1956 model car Sunday after it was hit by the CNR's Super-Continental at the Russell road crossing near Hurdman's Bridge.

Mr. and Mrs. Amende Matte, 14 Chauveau Street, Hull, escaped uninjured as their stalled car was hit by the diesel flier, travelling at 35 miles-an-hour, as it was braking on the approach to Union Station from Montreal at 5.50 in the afternoon. The train was running on time.

Mr. Matte told Constable Andrew Hanna that he didn't see the train until he was approaching the tracks. He applied his brakes and the car skidded onto the right-of-way and stalled.

"The car stalled. I shouted to my wife to jump but it was too late. Next thing I knew there was a crash and we were being pushed along by the train," Matte said.

"I didn't have time to get scared then, but when I got out and saw what was left of the car I really got frightened [sic]. I was pretty lucky at that," he said.

There are no barriers or mechanical signals at the crossing. Engineer of the train was Thomas Brennan, operating out of Montreal.

28/03/1956 *Ottawa Citizen*

Kingston (CN)

Moulinette

Cornwall - Three Cornwall district farmers were killed instantly late last night when a CNR flyer plowed into their car at a level crossing eight miles west of here.

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The triple-fataity happened in the St. Lawrence Seaway village of Moulinette on a county road about a quarter mile south of Highway No. 2.

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31/03/1956 *Ottawa Citizen*

Belleville

Perth

Two Elderly Men Die As Train Hits Truck At Perth's Crossing

PERTH (Special) Two elderly men died instantly Thursday afternoon when a CPR passenger train struck a half-ton truck in which they were riding at a crossing near here. A warning from nearby railway workmen to the two men in the truck went unnoticed

Dead are: Samuel S. McCann, 72, of Portland, Ont., the driver of the truck, and Herbert Patterson, 70, of Perth.

The train, eastbound from Toronto to Montreal, struck the truck at a level crossing on the Third Line of Bathurst near the Lanark County Home on the outskirts of Perth. The gravel road was covered with about three inches of new-fallen snow.

Stationary Sign

The crossing, marked with a stationary sign, is on a straight stretch of road with no upgrade. Visibility is good with few obstructions.

The passenger train was due at Perth at 3.20 and the train crew was engineer, S. Nelson, fireman, J. C. Neil, and conductor, George Youngiliss all of Smiths Falls.

Together with his son, Douglas, Mr McCann brought a number of calves to the McLean sales barn, and later Mr. McCann started to Perth to do some shopping, while his son remained at the sales barn. Mr. Patterson accompanied Mr. McCann on his return to Perth, and the scene of the accident was about 300 yards from the sales barn.

Didn't Hear Whistle

The railroad and highway run at about a 45-degree angle, and the driver evidently did not hear the train whistle for the crossing nor hear the train coming from behind. A gang of section men standing beside the track waved a warning to the approaching truck, but evidently their signals were not noticed.

The truck had just reached the center of the track where it was struck broadside by the engine. The truck was carried about 250 feet down the track, where the truck rolled into an eight-foot ditch, resting on its four wheels. The left fender was wedged into the front of the engine and was removed with much difficulty.

02/04/1956 *Ottawa Citizen*

Chalk River

Girl, 15 Victim Of Train

PEMBROKE (Staff) A 15-year-old girl was instantly killed and her 18-year-old brother is in hospital at Renfrew following a level-crossing crash about 14 miles east of here this morning.

High School Student

Phyllis Behm, RR 3, Cobden, died when the car in which she was a passenger was struck by an east-bound CPR train at a crossing near her home. She was a Cobden high school student.

Her brother, David Behm, 19, driver of the car, was taken to Renfrew by train crew immediately following the accident.

His condition is serious. Hospital authorities said he is in deep shock and suffering undetermined injuries. They are the children of Mr. and Mrs. Henry Behm, who live on the Stephen Hill Farm in Westmeath Township.

The accident happened at 8.26 a.m. when Behm's car, proceeding south on a township road, was struck by the train enroute from Chalk River to Ottawa.

David Behm was driving his sister to work at a nearby farm when the tragedy occurred. The train struck the right rear fender of the car and threw the vehicle for a distance of 65 feet.

Thrown From Car

Both occupants were thrown from the car by the impact. The driver was found close to the vehicle while the body of the victim was about 123 feet from the crossing. The car, a 1948 sedan, was wrecked.

The scene of the crash was a few hundred yards, from the family home and was on a township road which intersects the railroad at right angles. A warning sign is at the site but there are no "wig-wag" signals.

Coroner Dr. T. P. Dodd, Pembroke, was called to the scene and had the body removed to the Malcolm and Deavitt Funeral Home. A post-mortem examination and an inquest are considered likely

Dr. J. E. Ritchie of Cobden treated the injured youth aboard the train.

Police investigation is being conducted by Sgt. Joseph Hanson. Cpl. Harold Peever and Constable John Cooper, provincial police, Pembroke.

04/04/1956 *Ottawa Citizen*

Prescott

A CPR train last night struck a Smith Transport Limited tractor-trailer at the Experimental Farm crossing near Dows Lake and wrecked the trailer but the driver escaped with only a painful head laceration.

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The train, two engines linked together, was travelling south and the transport vehicle was going east when the trains truck the loaded tractor-trailer about 9.55 p.m.

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The train in charge of Engineer William Shorthouse of 137 Daly Avenue and Fireman Richard Hebert of 23 Charles Street, Eastview, was not heavily damaged and was soon on its way after the crash.

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From Bruce Chapman:

It was 33/23's power, both steam.

Bruce Gillies is the operator, recognize his wiring (still alive and living near Finch Ontario), and of course, there was only a day man at Ellwood, but #24 that morning had G3 2469, by at 0822; #34 had gone by before he came to work, so not sure what he had. Thus, 2469 would have been one of 2 engines in the crossing mishap.

Caption to picture
Signal Soon At This Crossing

When a freight train hit a transport truck trailer last night on the CPR Prince of Wales Highway crossing on the Experimental Farm it did more than wreck the trailer. It gave a nudge to the paper work needed for the installation jointly by the FDC and the CPR of an automatic signal at the crossing. Today the word was that the crossing would have signal protection shortly. Above, left) is where last night's collision took place. Right is a signal, such as this little-used one on Parkdale Avenue, of the type which will be put on the Prince of Wales Highway. Photo by Newton

Train Crushes Boy's Foot

An 11-year-old Ottawa boy is in Civic Hospital, recovering from an accident that resulted in the loss of part of his right foot. Richard Belanger, son of Mr. and Mrs. Louis A. Belanger, 182 Louisa Street, was rushed to hospital after a CPR train crushed part of his foot on the tracks between Gladstone Avenue and Louisa Street. The accident occurred shortly before 5 p.m. Wednesday. The boy told his father he was walking along the right-of-way and stepped from the tracks when a train approached from behind. He said he stepped aside and the train was passing, when "something hit me from behind and I just made one flip and my foot landed under the wheels." He began crawling home and shouted to his brother, Michael, 9, who called an older brother. The father, an employe of photographic branch of the Department of Public Works, said his son underwent an operation Thursday to save the rest of his foot, and was "quite cheerful and making progress" in hospital.

Accidental Verdict In Double Death

PERTH, Ont (Special) At an inquest held here last night inquiring into the deaths of Herbert Lawrence Patterson, Perth, and Samuel Seymour Me Cann, Portland, RR 1, who were killed on Thursday, March 29 when the truck in which they were driving was struck by a CPR passenger train about 3.15 p.m. the jury brought in a verdict of accidental death with no blame or negligence attached to the CPR or their employes. The jury recommended that the CPR install signal lights at this crossing and also remove the brush on the east bound side of the railroad right of way.

Long article on Hilton Mines - very poor legibility

Train Crew Absolved In Cobden Death

COBDEN (Staff) A coroner's Jury here last night at the inquest into the April 2 train-car accident that claimed the life of 13-year-old Phyllis Hehm of RR 3, Cobden, absolved the train crew of any negligence and found the tragedy was caused by failure of the car driver to see the train approaching. The five-man jury deliberated only 10 minutes before bringing in the decision. The young girl died instantly

Train Kills Currah Man

HAWKESBURY (Special) A 73-year-old Curran man was killed Sunday because he tried to avoid an accident. Patrick Houle was fatally injured when he was struck by a train at a North Plantagenet Township railway crossing. He had just climbed from the car in which he was riding because he considered the vehicle had stopped too close to the approaching Montreal-bound CPR train. Real Bercier of Plantagenet, who was driving the 73-year-old farmer and township road inspector home at the time of the accident, rushed the injured man to Plantagenet. He was pronounced dead by Dr. Hector Gaboury. Dr. Moise Gendron, of Bourget, examined the body after it was removed to Bourget Funeral Home and said death had been caused by internal injuries. Dr. Arcade Perrler, coroner of Prescott County, said an inquest would be held. The accident occurred at Wilfrid Gratton crossing, two miles west of Curran and about 30 miles east of Ottawa. Mr. Houle lived nearby on RR 1.

Building Spur Line Into New Mine Site

By Fred Inglis Citizen Staff Writer

BRISTOL MINES, Que.- Here In this wild bush country, nine miles southeast of Shawville, two crews of men are busy changing the face Nature gave it, with a single thought in mind - to open what in 18 months' time will be a \$16,000,000 iron ore mine.

First signs of activity are at Wyman, first station east of Shawville, where you see the bunk and cookhouse cars of 73 CPR workmen, busy building a five-mile spurline southward to the mine site. It will branch off from the Hull to Waltham line, just east of Wyman. For four miles it will follow the old road bed of a rail line that served a small scale mine on the same site, about 60 years ago. The last mile of track will curve eastward to the site of the new mine operations. By August this year, train loads of material and machinery for the new new plant, should be passing over the new branch line.

Looking southward from Wyman, you see smoke rising from what appears to be a forest fire. The smoke is from piles of brush, being burned by men of the Foundation Company of Canada hired by the mill owners to build the mine plant as they clear the bushland in preparation for construction of the mine buildings.

Move in close to Bristol Mines and you find a brand new village, Bristol Mines Post Office. Drive about a mile farther and you see the skeleton of the former Bristol Mines - only the foundations and rubble of stores and homes moved to the new townsite, to make way for the new mine operations.

All that remains is the small Anglican Church, now used as a temporary office for the Pickands Mather and Company, of Cleveland, managers of the project for the joint owners, the Steel Company of Canada Ltd. and Jones and Laughlin Steel Corporation of Pittsburgh. The little frame church with its stained glass windows is now modernized with fluorescent lights, plug-in telephones and oil space heater.

Jobs For 300

By midsummer, about 300 men 11 hired from the district - will be hard at work erecting eight main buildings, building roads, laying water pipes two miles to the Ottawa River, putting up electric light poles, wires and lights; stripping top soil from the open pit workings and getting ready for the mine to open by the fall of 1957.

About 300 men will be required and hired from the local labor pool, to operate the big iron ore mine. Only a handful of key men will be brought in to train the new workers.

The Hilton Mines named for H. G. Hilton, president of the Steel Company of Canada Ltd. owns about 2,400 acres of land here. The actual open pit area is about half a mile by quarter a mile in size. It contains an estimated 15-year supply, based, on processing 9,000 tons of ore per day, to produce 600,000 tons a year of concentrated pellets, containing about 66 percent iron.

Filled With Water

The pits and shafts of the 60- year-old mine are now filled with water but standing sentinel over them are two round reddish brick towers looking like historic castle turrets. These are the former kilns, used to burn off sulphur the ore contains. At their base lays the still recognizable hand-operated bellows, used to force the fire in the kilns.

The iron ore is contained in a black granite rock, streaked with beautiful pink, green and yellow colors. It is known as magnetite, which means it is magnetic ore.

The iron ore is separated from the granite by a magnetic process. It exists anywhere from the surface to about 10 feet deep and extends perhaps 100 feet deep.

The ore calls for drilling, blasting, hauling and crushing under water to the consistency of flour. Most of the moisture is then removed and the ore forms a damp cake containing about nine percent moisture. Since the concentrate cannot be shipped in its powdered form it would blow like talcum powder It is rolled into pellets smaller than a golf ball, put through a pellet furnace to remove the magnetic influence and sulphur, loaded into open freight cars and shipped by rail, one half of it to Hamilton to be made into steel.

Share In Boom

Another Quebec firm to share in the boom brought to the Shawville area by the Bristol Mines is the Gatineau Power Co. which will supply an estimated 8,700 horsepower of electricity, required to operate the plant.

Tailings or powdered waste from the mill are pumped to a tailing pond at the southern edge of the mill site. Much water is used in the crushing process and a supply will be pumped from the Ottawa River, two miles south, to a small dyked lake where it will be circulated in a closed circuit, used over and over again, with only nine-percent loss to be replenished.

Key men on the job are H. G. Gerber, superintendent for the Hilton Mines; E. G. "Ted" Stafford, chief clerk for Pickands Mather and Angus Adair, superintendent for the Foundation Company of Canada. Seven new homes to house the administrative staff are being built at Shawville, near the hospital. There will be no bunkhouse or anyone living at the mine property, since all men will be hired from the district and will live at their own homes.

IRON ORE PLANT AT BRISTOL

This is what the \$16,000,000 Hilton Mines ore reduction plant will look like when it is ready to operate in the fall of 1957. Iron ore will be hauled by truck from an open pit seen in the background, to the mill where it will be sorted, crushed, the iron content extracted and rolled into pellets. A CPR spur line is being built from Wyman, five miles north, to ship the pellets to the Steel Company of Canada at Hamilton and to Pittsburgh. About 300 men will be employed during construction and another 300 permanent employees will work at the mine and plant. Photos by Ingalls

NEW LIFE FOR OLD MINE

After lying forgotten for over 60 years, Bristol Iron mine, a few miles east of Norway Bay, Que., never a paying project, is being rapidly transformed into a \$16,000,000 iron ore venture. It will be an important source of raw material for Canada's short supply steel industry. Standing like two gaunt sentinels, in picture at left, are kilns used in 1894 to burn off sulphur content of iron ore. Long abandoned, these towers and crumbling hand bellows, at right, used to force kiln fires, are only traces of old mine workings. Pits and shaft are filled with water, near dilapidated old kilns. Land in this area will become quarter-by-half-mile open pit, ore supply for plant scheduled to start operating in fall of 1957.

Error caused City woman's train death

Brockville, May 10. - local police and CNR officials from Montreal this morning opened an investigation into the train crash here yesterday afternoon which resulted in the death of Mrs. Robert Crummy, 58, of 588 Chapel Street, Ottawa.

18-year-old yard helper who had only 40 hours railway experience told police he had misunderstood orders and "threw a switch" in the path of the Toronto-bound train.

Speed of the 12-car train was estimated at 40 m.p.h., when the error shifted it from the main line to a siding. It ripped up some 60 feet of railway track, before colliding with the engine and Ottawa coach.

Crown attorney Howard Atkinson set today an inquest will be held within two weeks, although no definite date has been set.

The coach in which Mrs. Crummy suffered fatal injuries had been taken from a train from Ottawa and was to have been attached to the express to go on to Toronto.

Seconds before the crash occurred, Mrs. Crummy rose from her seat in the standing coach. The impact threw her violently and her head struck a seat. She suffered severe head injuries from which she died an hour later without regaining consciousness.

No other passengers in the coach were hurt, but 30 passengers in coaches on the express complained of wrenched necks, bruises and lacerations. None required hospital treatment, however.

The engineer and fireman of the diesel engine, Martin Sheridan and Robert Gifford, both of Brockville, jumped clear when they saw the express bearing down on them.

Taken to hospital.

After the crash which occurred about 1.15 p.m., Mrs Crummy was taken to hospital by ambulance. She died there about an hour later.

Coroner Dr. C.S. McPherson, of Prescott, was called in following her death since the Brockville coroner, Dr. H. E. Preston, is also a railroad doctor.

The express was delayed for repairs following the crash and left for Toronto about two hours behind schedule.

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Rotarians Hear Talk On Market

SHAWVILLE (Special) Guest speaker at the Shawville Rotary Club was Harry Gerber, of the Hilton iron mines at Bristol. Que.

A good attendance of members was present, and a number of visitors included A. Stafford and G. Green of the mine staff, and Allen Adair of the Foundation company. President C. F. Jacques was in the chair.

Mr. Greber said he was glad to have the opportunity of outlining mining plans to such groups as Rotary, so the public might learn quickly of their program. He dealt with the process of producing high grade iron for shipping to the steel companies.

He said that the Foundation company would employ 250 men in setting up the plant, and that when the mine went into production it would employ 250 men on a permanent basis.

Pouring of cement for the various buildings, it is hoped, will start next week, and steel will be put on these foundations to enclose the buildings for the winter.

The finishing touches will be put on so that production can start in November 1957. It is believed, from surveys and assays, that there is enough ore in the 2,200 acres of mine property to produce iron for at least twenty years.

The speaker assured a questioner that nothing would be dumped into the adjacent Ottawa River to pollute the water; but that all fluids and other wastes would be disposed of on their property by the slag dump and disposal ponds.

The speaker was introduced by A. Stafford and thanked by Rotarian H.C. Rowatt of Shawville

Brockville - Two inquiries were underway here today into the cause of the switching error that led to a fatal train collision here Wednesday afternoon.

Mrs. Robert Crummy, of 588 Chapel Street, Ottawa suffered fatal head injuries when she was thrown to the floor of a coach. Thirty other passengers were shaken up but suffered only minor hurts.

The Board of Transport Commissioners sent an official here from Montreal to make an inquiry while CNR officials on whose line the wreck occurred were also questioning all employees seemingly involved.

Coach on siding

Mrs. Crummy, 56, whose body was taken to Ottawa for funeral services there, was in the coach from the Ottawa-Brockville train which was to be attached here to the Toronto train.

The coach was on a siding waiting for the Montreal-Toronto train. Apparently through error, the westbound mainline train was sent on to the siding on which the coach, hauled by a diesel switcher, was waiting while the mainliner drew into Brockville station.

The mainline train was travelling about 10 miles an hour when it hit the diesel head-on. Mrs. Crummy had just risen from her seat and the impact threw her to the floor.

The engineer and fireman on the locomotive, Martin Sheridan and A. Gifford, respectively both of Brockville, jumped clear when they saw the Montreal-Toronto pool train bearing down on them.

Damage to the two trains was slight.

Switching Error

Railway men attributed the accident to a switching error. The Montreal-Toronto train due in Brockville at 1.15 p.m. daily, evidently was directed into a wrong siding in which the Ottawa transfer coach was standing.

An Ottawa man who was a passenger on the coach said only the slow speed of the pool train resulted in less serious injuries being caused.

H. Gibson Caldwell, 442McLeod Street, said that he had stepped out of the coach - it had been parked for about 20 minutes - when he saw the Toronto-bound train heading up the side track.

"It was only the slow speed of the train that saved the day for a number of the passengers," he stated.

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Misunderstands Instructions. Causes Wreck

BROCKVILLE (CP) - Howard Richardson, 18, of Bathurst, N. B., who has about 40 hours' experience as a switchman, today told investigators into a train collision here Wednesday that he misunderstood instructions and threw a switch in the path of a Toronto-bound Canadian National Railways passenger train.

The train was sent head-on into a parked diesel engine, and a CNR passenger coach.

Mrs. Robert Crummy, 58, of Ottawa died of a head fracture and 30 other passengers were shaken in the crash. Investigators said the Toronto-bound train was travelling about 40 miles an hour when it hit the switch and went into the siding off the main line. It ripped up 60 feet of railway tracks before colliding with the parked engine and coach.

Schoolchildren Not Injured In Level Crossing Accident

ARNPRIOR (Special) A busload of homeward-bound schoolchildren escaped with nothing more than a brief scare following a three-way level crossing crash here yesterday afternoon.

Involved was the school-bus, a CNR train and a loaded gravel truck. The potentially dangerous accident ended up with heavy damage to the truck. The bus and train escaped practically unscathed. No one was hurt.

The accident happened at 4 o'clock in the afternoon. The three-ton dump truck was driven by James S. McCarroll, of Renfrew, and was travelling north on the highway.

When it approached the level crossing, the driver apparently failed to notice an oncoming train because of a house that obscured his vision.

The engine of the train, backing up at the time, caught the rear of the truck.

Thrown Against Bus

The heavy truck was thrown against the school-bus that had pulled to a stop at the crossing to await the passing of the train.

When he noticed the truck swerving in the direction of his bus MacGunn, the bus driver, alerted the youngsters averting any panic the children might have displayed.

Michael Gaffney, of Ottawa, was the engineer, and James N. Grant of Barrys Bay was in charge of the CNR freight train.

The accident was investigated by Cpl H. Boyd and Const. M. McNairn, of the Ontario Provincial Police,

Four Escape Auto Before Train Strikes

Four persons scrambled to safety seconds before their stalled car was struck by a CPR locomotive late last night at the Heron Road crossing, west of Bank- Street.

The car driven by Stuart Emerson Arbutnot, 19, of 1219 St. Paul Avenue, was travelling east on the Heron Road. The car apparently developed motor trouble and, stalled in a dip on the road at the CPR crossing.

The driver and his three passengers saw the slow-moving coupled locomotives about 150 feet from the crossing. They left the car without difficulty.

It was rammed by the engine and driven about five feet. The engineer of the lead engine, Harry Creighton, said that the engines were travelling at about three-miles an hour enroute to the Union Station to pick up a train of coaches.

He thought the automobile was moving, and braked the train to almost a dead-stop when it became apparent that the automobile was stalled, police were told.

Const. Gerry Lefebvre was sent to investigate.

NY Central studies line to Ottawa.

The New York Central Railroad said today it is engaged in a "complete study of its operations in the Massena (N.Y.) area" because of problems brought on by the St. Lawrence Seaway development.

"Proposals for both relocation and abandonment of the bridges and tracks over the St. Lawrence River are being considered," a statement by the Central said.

"The Central is discussing the future of the railroad's trackage and bridges involved in the development with officials of the St. Lawrence Seaway Authority in Canada and the St. Lawrence Seaway Development Corporation in the United States.

"The Central is not now negotiating with the Canadian Pacific Railway for sale of any of the Central's lines in this area."

The study centers around operations of the line's Ontario division between Massena and Ottawa. It includes what the road's plans will be when a section of the St. Lawrence River is widened and an old bridge across the channel is destroyed.

More than 1,000 tons of coal and coke were turned into a mountain of flaming fuel late last night when a two-alarm fire destroyed the Hall Fuel Ltd. warehouse at 333 Preston Street and spread to towering stockpiles in the yard.

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Eighteen of 22 coal hoppers on the property were destroyed in the \$50,000 blaze.

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Five carloads of coal, each of 50 tons, were delivered to the yard a few hours before the blaze broke out at 11 o'clock last night

In addition to the loss of the building and contents, four empty coal freight cars that had been unloaded were damaged beyond repair. They had been left standing on the upper loading trestle on the roof of the structure.

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A CNR freight train was held up for 10 minutes while firemen poured water from hoses on the railway embankment.

The Hall Fuel Company's coal dispersal chute and some 2,000 tons of coal were reduced to ashes last night in a spectacular Preston street fire that endangered an entire block of homes and sent one fireman to hospital.

Overcome by smoke. Fireman James Butler was treated at Civic Hospital and later allowed to go home.

5,000 Watch Blaze.

A crew of 40 from five city fire stations brought the blaze under control at 1 a.m. two hours after the alarm was turned in. Emergency squads of police rerouted traffic and controlled a crowd estimated at more than 4,000.

John Hall, president of the fuel company, said the loss was between \$40,000 and \$50,000.

Witnesses said the fire, of unknown origin, leaped up at the east end of the wood frame structure and swept its 350-foot length in three minutes. The wind carried flames to the rear entrances of homes on the south side of Arlington avenue. Sparks and burning debris fell in alarming concentrations on homes one block north of Arlington.

Five Homes Damaged.

Five Arlington avenue homes were extensively damaged, mostly by smoke and water and several families whose beds were sodden spent the night with neighbors.

The coal chute, which ran from Rochester street almost to Preston street, was constructed before the Hall Company took over the plant from the Butterworth Company in 1935, and is situated beside the Canadian National Railways track. It contained four empty freight cars. Some 250 tons of coal had been unloaded yesterday afternoon.

2,000 Tons of Coal

Sandwiched between yards of the French Lumber Company, the gasoline tanks of Ottawa-Toronto Motorways and a number of old wood frame homes, the fire posed a threat of major proportions.

Radiant heat reached such an intensity, officials of the Motorways firm ordered more than 12 local delivery truck removed some distance from their garage.

Flames appeared in isolated spots in the French Lumber woodpiles and were quickly put out by firemen.

Another fire of unknown origin caused extensive damage in the lumber company's premises June 16.

Report Grass Fire,

Nearby residents reported seeing a grass fire near the coal chute Tuesday afternoon. This possibility was being investigated although police and firemen said no alarm had been turned in earlier.

First alarm was recorded at Fire Department headquarters at 11 p.m. It came from an unidentified telephone caller.

By the time firemen arrived on the scene, flames had soared to 160 feet turning night into day over a 10-block area. The spectacle was clearly visible more than 10 miles away.

Seen From Long Distance.

Queries about the fire came by telephone to The -Journal from Connaught Raceway, Eastview and Upland Airport

A group of Arlington avenue residents used garden hoses to fight isolated fires on rooftops and under the eaves of four homes. Gerald Lanthler called for professional assistance when water pressure failed as the fire equipment came into full use.

The home of Mr. and Mrs. Walter Kinal was saturated smoke-filled. The couple and their three children, Peter, 9, and Olga, 6, and Stanley, 5, spent the night in the home of Mr. and Mrs. John Wityshyn.

Mrs. Wityshyn said she would find room somehow for others if sleeping space was required.

Most of the families, however, crowded into front rooms untouched by water.

Two families with six children, residing in one-half of a duplex, spent the night in two rooms. They were Mr. and Mrs. Rudolphe Charleboi and their five children, and Mr. and Mrs. Gordon Gordon with one child.

Mr. Lanthler said he was in his bedroom when he saw flames shoot from the coal yard.

Used Garden Hose.

"I ran downstairs and broke open the garage door. I was afraid for the house so I used the garden hose until firemen came."

Although flames reached danger point on some homes, no furniture was removed. Most of the neighbors were confident firemen could control the fire before it ate into the residential section.

The worst damage came from water and rolling clouds of smoke which replaced flames shortly before midnight. At this time, firemen were able to throw ladders against the side of the coal chute and play streams of water on glowing coals.

Police said the crowd was orderly most of the time. However, several hundreds who walked or were pushed too close came under the hoses accidentally on at least two occasions.

Freight Train. Delayed.

Traffic was rerouted from the corners of Gladstone and Preston, Gladstone and Booth and Rochester and Arlington. An eastbound CNR freight train was delayed briefly but allowed through when the danger of flames spreading abated.

Mr. Hall said the building was insured. Decision on re-building plans would be made after final assessment of the loss.

Directing firefighting operations was Chief Maynard Dolman. His lieutenants were Deputy Chief Armand Page and District Fire Chiefs Alex Macfarlane and William Nash.

Fast Train Moves Girl To Hospital

SMITHS FALLS (Staff) A critically injured five-year-old Smiths Falls girl was taken by train to Montreal Neurological Institute today. Wendy Banford sustained severe internal brain hemorrhage suffered when she was knocked down by a panel truck here at 2.30 yesterday afternoon. The child is a daughter of Mr. and Mrs. Alex W. Branford, of 1 Churchill Crescent.

The arrangements for her transfer to Montreal were made by Dr. J. A. McCue, attending physician. The Canadian Pacific Railway provided a special compartment on its fast morning train.

Wendy was accompanied by a registered nurse, Mrs. Harold (Betty) Kennedy, of the staff of Smiths Falls and District Public Hospital.

Police said Wendy was injured when she ran across Queen Street towards her father's grocery store into the path of a southbound truck operated by Dick Moss, 20, of 20 Beckwith Street South.

Dr. McCue said the child also suffered severe shock and two fractured ribs. It was Dr. McCue who was flown by helicopter last March to the doors of the Montreal hospital with a Franktown boy who also had a brain injury. The boy's life was saved.

Bailiff Seizes Maniwaki Train for payment of Hull Lawyer's Costs

J. Harold Maloney, QC, of Hull, has established what may be a legal precedent.

Mr. Maloney caused the Canadian Pacific Railway's Ottawa to Maniwaki train to be seized for payment of costs in an action instituted by the company against his client, one Raymond Foucault, also of Hull.

Writ Served

Copy of the writ of execution was served yesterday afternoon at 5.35 by Maurice Chevalier, bailiff of the superior court of the District of Hull, on J. R. Thibadeau, CPR operator at Hull station. The station is the company's principal place of business in the city.

Seized, specifically were one locomotive and one tender number 2514, one baggage wagon, number 3559, and two passenger wagons, numbered 3260 and 1589. Included in the grab for good measure were six benches, four chairs, one table and one typewriter on the station premises.

"I thought I had seized pretty nearly everything in my time as a bailiff", Mr. Chevalier told The Journal, "but this is the first time I ever seized a railroad train."

After making the seizure Mr. Chevalier permitted the train to proceed on its way to Maniwaki.

The course of events which led to Mr. Maloney's contribution to the annals of Canadian jurisprudence commenced on December 23, 1952.

On that date, Raymond Foucault, while travelling on train No. 535 from Ottawa to Maniwaki, slugged a CPR employe, Albert H. Costello, and subsequently, pleading guilty to a charge of assault in Hull Magistrates Court before Judge Jacques Boucher, paid his fine.

On March 1, 1954, the CPR instituted an action in Superior Court against Foucault for damages in the amount of \$496.92 resulting from injuries to the employe, compensation paid him, and expense the company alleged it had been put to because of that assault and the prosecution of the defendant in Criminal Court.

The action was tried in Hull Superior Court before Mr Justice Elie Salvat on February 28, 1956. Mr. Maloney acted for Foucault.

Messrs. Ste. Marie and Ste. Marie of Hull acted for the CPR.

Judge Salvat dismissed the plaintiff's action with costs on the grounds that it had not been brought within one year from the date of conviction for the assault. It had been outlawed. Judgment was recorded on June 4.

Gets a writ of execution.

The CPR had 30 days in which to appeal and failing to do so Mr. Maloney got his writ of execution for his costs, taxed at \$202. 60. The bailiff, Maurice Chevalier, received the writ on Friday, July 6th, and served it yesterday.

Under the Quebec law, sale of seized movables, in the city of Hull, including such as railway trains, must be advertised in French and English in a newspaper or newspapers published in the city. No sale can be held until 8 days have elapsed from the time of publication. If Mr. Maloney's costs are not paid the CPR's Ottawa to Maniwaki train, No. 535 will be advertised for sale in the Hull weekly L'Opinion together with the benches chairs and typewriter.

"I plan to hold the sale unless the costs are paid", Mr. Chevalier said. "It will be at Hull station on the afternoon of Monday, July 23 at 5.35 in the afternoon.

Hull, Que., July 10 CPR Locomotive 2514 tonight puffed its way along the winding, 90-mile Ottawa-Maniwaki, Que., run free of its first brush with the law in 49 years.

Up until a few hours before departure. 2514, was under seizure and in danger of being sold at public auction because the multi-million dollar railway had not paid \$218.75 debt. It was able to operate only because it had been placed in custody of its crew.

But CPR Lawyer Joseph St. Marie of Hull straightened matters out at 3 p.m. by paying court costs of \$202.50 and a bailiff's fee of \$14.25. The ancient locomotive, built in 1907, was free of legal entanglement.

The locomotive, tender, one baggage and two passenger cars were seized yesterday at 5:35 p.m. by Maurice Chevalier, Quebec Superior Court bailiff on the application of Lawyer Harold Maloney.

Mr. Maloney obtained writ of execution on behalf of Raymond Foucault, awarded \$202.50 court costs against the CPR earlier this year. The costs were awarded Mr. Foucault when the Quebec Superior Court dismissed a damage action launched against him by the railway.

The train was seized as it stood in Hull station yesterday loaded with commuters who spend the summer in cottages in the Gatineau hills. For good measure Mr. Chevalier also seized six benches, four chairs, one table and a typewriter in the station.

"I thought I had seized pretty nearly everything in my time as a baliff," Mr. Chevalier said. "But this is the first time I ever seized a railroad train!"

Mr. Chevalier served his papers on J. R. Thibaudeau, CPR telegraph operator at Hull station. But Thibaudeau was unable to make payment.

Mr. Chevalier then said the train, and other property would be sold at public auction July 23 at 5.35 p.m. unless the CPR paid up. The auction would have taken place at the station after arrival of the train from Ottawa, on its run to Maniwaki.

Britannia Villagers Shocked as Smashup Raises death Toll

Residents of Britannia Village today were still shocked by the accident which took the lives of three village teen-agers Saturday morning when their borrowed new car collided with a west bound train at the Britannia Road crossing.

They were the fifth, sixth and seventh Village teenagers to have met violent death in traffic accidents since June 5.

Roderick Clarke, 151, 141 Britannia Road and Andrew Benkis, 17, 5 Zephyr Street, were killed instantly when the fast-moving pool train sheared off the front part of a new car the boys had borrowed for a drive.

Whistle Unheard

The locomotive hit during a driving rainstorm. The boys apparently did not hear the train whistle.

Blew Whistle

Chester Shellhorn, of 2 Wellington Street. Carleton Place, engineer on the pool train, said he blew the train's whistle as he saw the car approaching the crossing. But he said he did not see the actual collision.

A flashing wig-wag signal is reported to have been in operation when the speeding train approached. Bill Waddell later told The Citizen he believed the car radio was on at the time of the accident.

No Injury As Train Strikes Truck

AVONMORE A bread salesman, who makes his rounds thrice weekly in this community, had a close brush with death this week as his truck was struck by the Canadian Pacific Railway morning passenger train at a level crossing, midway between Avnmore and Monklands. Gordon Ross, of Newington was proceeding north on the township road when the accident occurred.

The train, which had left the Avonmore station only a few minutes before, struck the truck which had just started across the track The radiator and the fenders were torn away and carried down the track. Damage to the truck was estimated at \$400.

Mr. Ross said that, some evergreens and long grass obstructed his view of the approaching train but he applied his brakes the moment he saw the train.

The accident was investigated by OPP from the Cornwall detachment.

20/07/1956 *Ottawa Citizen*

Beachburg

Man Escapes As Train Strikes Car

A 25-year-old Ottawa airman escaped without serious injury when a 50-car CNR freight train struck his stalled car and hurled it into a Hydro pole early this morning.

Guy Laroche, of 237 St. Patrick Street, was taken to Civic Hospital with a fractured right knee and possible head injuries, and later transferred to the RCAF hospital at Rockcliffe.

The accident occurred at 3.40 a.m. at the Bowesville Road level crossing. Although Mr Laroche was not seriously hurt, his car was wrecked.

Lawrence Maloney, 89 Belmont Avenue, engineer of the freight, said he was travelling east toward the Walkley Road yards at about 15 miles per hour. His fireman, Steve Brennae, of 674 Churchill Avenue, saw the auto approach the tracks and stall, and yelled to the engineer, but the heavy train could not be stopped in time.

The impact knocked Mr. Laroche's car about 50 feet into a Hydro pole on the Bowesville Road right-of-way. Both the front and rear of the car were smashed.

Constabel [sic] Archie Robertson investigated the accident.

27/07/1956 *Ottawa Citizen*

Locksley

Pembroke

Wito Driver Escapes Death In Collision

PEMBROKE (Staff) Thrown from his vehicle as it was struck by a train at a level crossing near here Thursday afternoon, Elmer Holtz, Wito, Ont, had a narrow escape from serious injury or death. He was taken to Pembroke Cottage Hospital for treatment of minor injuries.

He sustained cuts to his legs, hip and head but was reported in good condition last night.

The Pembroke district man was the driver of a jeep which was in collision with a CNR train at an unguarded level crossing on a township road, near Lockslev Ont about 12 miles south of Pembroke.

The jeep was travelling south on the road when its left front section was struck by the Golden Lake to Pembroke local.

The vehicle was crushed in the impact and the driver thrown clear. The CNR train, No. 155, was in charge of Conductor Victor J. Sullivan of Pembroke and engineer, Gordon A. Bayne, 255 Arlington Avenue. Ottawa.

Const. R. T. Kennedy, OPP Pembroke, is conducting the investigation.

The injured man was brought to Pembroke on the train immediately after the crash,

28/07/1956 *Ottawa Citizen*

Kingston (CN)

Iroquois

Three cows were killed and a young herder knocked unconscious by one of the pannicking animals as a freight train rammed a herd of cattle near here Wednesday.

Knocked out was Hughie McQuaig, who was driving the herd with John Provost. The pair were unable to get the cows off the track when they heard the train whistle.

Two other animals in the herd owned by Gerge Brousse were injured by the fast moving freight.

11/08/1956 *Ottawa Citizen*

Kingston (CN)

Train Kills Young Boy

CORNWALL (Special)-An eight-year-old boy was hit and killed by a westbound through freight yesterday, when he ran across a CNR main line crossing.

The youngster, Henry Bies, who arrived from The Netherlands, four years ago, died of severe head injuries.

Dr. C. A. Stewart, Cornwall coroner, said that the boy, apparently on his way to a nearby river, died after the train hit him. Speed of the train was estimated at 40 miles per hour.

The train crew was apparently unaware of the accident, police said. The crew learned of the tragedy when the train reached Brockville.

20/08/1956 *Ottawa Citizen*

Kingston (CN)

Prescott

Two Escape As Transport Hit By Train

PRESCOTT (Special) Two men had a narrow escape here at 10 o'clock Friday night when a heavy Smith Transport vehicle, loaded with aluminum bars, was struck by a freight train at a CNR level crossing on Edward Street.

Minor Cuts

R. D. Leger, of Montreal, driver of the transport, and a passenger, Stdney Smith, also of Montreal, suffered only minor cuts and bruises when the locomotive struck the tractor part of the vehicle. The train was travelling at slow speed at the time.

Police said that the wig-wag signal system at the crossing had been reported out of operation shortly before the mishap. It is believed that the crash may have been due to that.

The train was in charge of Conductor J. D. Bouchard, and Engineer J. Running, both of Brockville.

The accident was the second level crossing crash in which Smith Transport vehicles were involved within 24 hours. On Thursday a transport was demolished by a passenger train in Renfrew, and the driver also escaped unhurt in that mishap.

23/08/1956 *Ottawa Citizen*

Beachburg

Brush With death

A collision with a train at Woodroffe last night left the car shown above in this crumpled mess. Its driver, Roger Crete, 24, of Deschenes Street, Ottawa, escaped with facial lacerations. Mr. Crete had his windows closed and did not hear the train's warning bell. Photo by Newton

27/08/1956 *Ottawa Citizen*

Kingston (CN)

Brockville

Trucker Killed By Fast Train

By The Canadian Press BROCKVILLE Truck driver Duane King, 19, was killed Saturday when his empty dump truck collided with a passenger train at a level crossing 10 miles east of here.

His mangled body was found lying between the east and westbound railway tracks.

King, of nearby Crystal Rock, was one of seven truck drivers travelling in a convoy to a sand-and-gravel pit. Three had crossed the railway tracks before King's three-ton truck collided with an east-bound pool train en route to Montreal.

The impact sheared the cab from the dump truck. Parts were scattered for 75 yards.

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

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

'Mile North Of New Townsite'

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

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

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

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

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

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

'Death Was Instantaneous'

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

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

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

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

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

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

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

E. Earl Crouser, chief radio communications officer of the RCMP, was killed last evening in a level crossing smash on the Merivale Road eight miles south of Ottawa. Five others were hurt.

Died Instantly

Mr. Crouser, the RCMP officer, died almost immediately after his car collided with the side of a slow-moving freight car at the crossing. There were no lights on the train. Visibility was reported as "fair."

Mrs. Crouser, 38-year-old wife of the victim, suffering shock, leg injury, and possible internal injuries.

Mrs. Myrtle Crouser suffered a fracture to her hip, shock, and possible internal injuries. Because of her advanced age her condition was considered to be "very serious"

The injuries of three children were limited to bruises and cuts. Their condition was reported as "good" early this morning.

It is believed that the group was enjoying a family motor ride after their supper when the accident occurred.

They were travelling north on the Merivale Road, when the car skidded into the side of the backing freight car.

Shoved Car Off Tracks

The impact shoved the rear of the fully-loaded car from the tracks. The rear carriage was pushed about three feet from the rails on which they had been riding.

The locomotive pushing a single freight car was travelling at "walking speed" The Citizen was told.

The trainman, Douglas Dempsey, of Carrying Place, [sic] Ont. said that he was walking on top of the car that was being shunted at the time. "We were going very slowly. Suddenly there was a jolt, and I felt the car leave the tracks," he said.

Engineer Alex MacFarlane was in charge of the train. "We were just about moving at the time, and that was all. No faster than a walk," he reported.

Too Late To Stop

A 60-foot tire burn along the road indicated that Mr. Crouser, who was driving the car, noticed the train when he approached the crossing, but it was too late to stop in time to avoid colliding with it.

The freight car was struck at the left side at almost the back of the car. It was completely across the road at the time.

Heavy motor traffic on the busy road was tied up for more than two hours until the derailed car could be placed back on the track.

Rail traffic was not affected as no trains were scheduled along the tracks for several hours.

The Crouser car was reduced to wreckage in the accident.

It is believed that Mr. Crouser and his wife were in the front seat, while his mother and the three children were in the back seat when the crash occurred.

The Citizen was told that Mr. Crouser was able to get out from the crushed front seat unaided, but collapsed and died almost immediately afterwards.

Coroner Dr. W. T. Kendall ordered an autopsy. An inquest will be held.

The fatality was investigated by Const. Ray Miller assisted by Cpl Gordon Jack of the Ontario Provincial Police.

Ram Train, Two Escape

ALEXANDRIA (Special) Two persons escaped with minor injuries when their car rammed into the side of a freight train one mile east of here yesterday morning.

Fernand and Regan Ouimette, of Alexandria, were treated in Cornwall's Hotel Dieu Hospital, but were not admitted.

The sedan in which they were riding was completely wrecked.

To Eliminate Short Run

PEMBROKE (Staff) - Travellers between here and Golden Lake will have to - as they do, anyway - use highway transportation in future, if the Canadian National Railway has its way.

The CNR has applied to the Board of Transport Commissioners for permission to discontinue passenger and mixed-train service on the 21.1 mile spur line.

It's not expected to bother travellers. They haven't used the railway to any extent for years. That's why the railway wants to drop that service.

The spur line, built by the Canada Atlantic Railway about 1890, had twice-a-day service connecting with the Ottawa-Barry's Bay train at Pembroke.

Freight service on the short run will continue.

September 26 May Discontinue C.N.R. Line To Pembroke

The C.N.R. has made application to the Board of Transportation Commissioners at Ottawa for permission to discontinue passenger and mixed train service between Golden Lake and Pembroke. Freight service would be continued as usual.

Coming of the motor car and passenger buses has accounted for the loss of much passenger trade between Golden Lake and Pembroke, but there is still sufficient freight and express to warrant the operation of trains daily.

Improved "Warning Techniques" at All Crossings Urged by Jury

A coroner's jury last night recommended improvements in warning techniques at railway crossings in order to reduce fatalities.

The inquest into the death of Earl Crouser of 93 Tower Road, City View, who died in a level crossing crash at Merivale Station on August 31, was held in the County Court House.

The recommendation read: "This jury recommends that where shunting of trains is taking place, particularly on level crossings, that every form of warning devices should be used to caution oncoming traffic and thereby reduce these railway crossing accidents."

The jury divided the blame for the fatality between the victim himself and the train crew.

Blame Divided

"From the evidence submitted," the verdict read, "it is the opinion of this jury that had the brakeman been in the proper location to flash his lantern to warn the public, and had the driver of the car been more alert in his observation, this accident could have been avoided.

"We believe that both the deceased and the train crew contributed to this fatality."

The Crouser car, travelling north on County Road No. 8, struck a box car being shunted backwards by a CNR diesel engine.

Several members of the Crouser family suffered injuries, none serious, in the crash. The box car was knocked partly off the rails by the impact.

The brakeman, Doug Dempsey of Belleville, died in a traffic accident only the next day near Belleville.

Three members of the train crew, Engineer Alex McFarlane of Cannifton, Ont., Conductor Raymond Loveless of Belleville and Fireman Lome Brisbin of Belleville, testified that two warning whistles had been sounded as the train approached the crossing.

They testified, also that the brakeman swung a lighted lantern from a ladder on the side of the train. This could be seen only, however, by persons travelling south on the highway.

Saw Car

The fireman testified he had said to the engineer as the train approached the crossing, "There's a car coming but a long way back."

The train was travelling about five miles per hour at the time of the crash, crew members said. Dr. John Patton, who supervised the autopsy, told the jury that the amount of alcohol in the blood of the dead man would be enough to make most people "moderately impaired."

OPP Const. Ray Miller said that the car skidded 53 feet after brakes were applied and the train travelled 22 feet after the collision.

Sgt. Wilfrid Braun, a friend of Earl Crouser, who identified the body, described the accident victim as "not a drinking man and a very careful driver."

Assistant Crown Attorney Sam Lepofsky conducted the questioning and Coroner Dr. W. T. Kendall presided at the inquest.

New York - Application to abandon NYC lines

The New York Central Railroad yesterday filed an application with the Interstate Commerce Commission for permission to abandon the half-mile segment of its railroad line from Roosevelttown, N.Y., to the International boundary between Canada and the United States.

File Application Here

Simultaneously the Ottawa and New York Railway Company, a wholly owned subsidiary of the New York Central filed an application with the Board of Transport Commissioners in Ottawa for permission to abandon its railroad from the International boundary to Ottawa, a distance of 57.9 miles. The New York Central Railroad, which operates the Canadian line as lessee, also joined in the Canadian application.

Abandonment of the freight line is necessitated by the proposed removal of the railroad bridge over the south channel of the St. Lawrence River at Cornwall which connects the branch line with the NYC's main facilities to the south.

The bridge is to be demolished by the seaway development authorities to make headroom for ships using the seaway.

Train Hits Empty Car

PERTH . (Special) A car was demolished near Perth Wednesday night when, stalled on a crossing, it was struck by a westbound CPR freight. It had been abandoned while its owner went for help to move it

Richard Nagle, 16, 6 Brock Street, Perth, who owned the car, a 1931 model, and, his friend Gerald Mitchell, 17, 20 Brock Street, were going north east on North Street when the car stalled. Muchell was driving.

The boys tried to push the car off the double track but were unsuccessful. They left the car to get help and, while they were gone a freight struck it, tossing it in the ditch.

Three Have Narrow Escape When Train Hits Car

Morrisburg - Three persons escaped injury when their automobile was demolished by a CPR passenger train Sunday evening two miles west of Chesterville. Occupants of the car were Denis Dufresne of Lancaster the driver, and Mr. and Mrs. Ronald Boudreau of Cornwall.

They had been travelling east on highway 43 toward Cornwall when the automobile stalled on the CPR tracks west of Chesterville.

The party attempted to push the car off the tracks when they heard the train approaching.

They ran to safety and saw the train crush the car into fragments. It was the CPR passenger train running from Smiths Falls to Montreal.

The train was delayed about an hour while the track was cleared. Damage to the locomotive was slight.

Constable E.J. MacDougal, Morrisburg detachment of the Ontario Provincial Police investigated.

Luxury CNR Ran Off Track at Station In Ottawa 8 Hours

The Super Continental, CNR's sleek Trans-Continental luxury train, made an embarrassed departure from Union Station last night after sitting for 8 hours under the Laurier Avenue Bridge.

The delay in schedule was caused by a switch derailment of the last four cars as the engine slowly edged its way into Union Station at six o'clock. No one was injured in the resulting slight jar.

Cause of the derailment has not yet been determined. The wheels of the last four cars slid from the track to the siding - a sleeper, a parlor, a grill and a coach.

The wheels of the sleeper and grill were damaged, necessitating the addition of new ones.

The fast train was on its regular route from Montreal to the West Coast with a scheduled 10-minute stop in Ottawa. Instead of leaving at 6.10 p.m., the Super-Continental departed from Union Station at 2.15 a.m.

The coach carried only Montreal-to-Ottawa passengers so they suffered no inconvenience. Transcontinental passengers ate their supper on the new grill car and retired in the new sleeper during the eight-hour delay.

CN Train derailed at Depot

Scores of passengers, some from Ottawa, escaped without injury early last evening when four cars of the crack CNR train from Montreal jumped the tracks while pulling into Union Station.

Five-hour delay

Passengers for western points were delayed five and one half hours.

The four end cars of the Supercontinental slid off the rails at 6 p. m. as the train was slowing for the station, just north of Laurier Avenue bridge,. CNR officials said the cause of the derailment was unknown but that the first wheels left the rails at a "double slip switch".

Ottawa passengers, walked from the scene to the station while yard cranes lifted the cars back on the tracks. There was no damage to the coaches.

After a thorough check the Supercontinental pulled out for the west after midnight.

26/10/1956 *Ottawa Citizen**Locksley*

Last run after 57 years.

Scheduled trains between Pembroke and Golden Lake, which have been operating for the past 57 years, will become a thing of the past tomorrow.

No longer will the four-train-a-day - two express-passengers and two freights, move along the 20-mile route, crossing the seven bridges and stopping at Locksley, Wotto and Dore Bay stations.

Lack of business caused the Canadian National Railways' decision to suspend service on this branch of their operations. Known as the Locksley subdivision of the CNR, the line connects the main transcontinental line and the Barry's Bay line of the railway.

It has a long history. The line was constructed by the Pembroke Southern Railway, but never operated by this company.

A month after its completion, in 1899, it was sold to the Canada Atlantic Railway. In 1905, the Canadian [sic] Atlantic was taken over in turn by the Grand Trunk, and this line was part of the deal. The route came into the CNR when the Canadian National consolidated Canadian railways in 1922 and 1923.

There will be no employe layoffs involved, though transfers will be made. There are no agents at the three stations, all of which will remain on the line. The

train crews will be moved to other areas. One switching crew will be retained at Pembroke. for the CNR will continue to use the line to pick up freight shipments, mainly pulp and timber, as required, operating with the switcher out of Pembroke.

By Truck

Express shipments for the district will be trucked between Pembroke and Eganville, where they will be placed on other trains on the CNR, on regular lines, to continue to their destinations.

Changes in modes of travel has forces the suspension of the service. In the past three years only about three passengers a trip have occupied the expres train on the short haul. Over the same period, express business on the line has declined to practically nothing.

The whistles of the regular trains when they sound Saturday will be a requiem. After the Saturday run is over the Locksley sub-division as a regular run will be no more.

Last Passenger Train Rumbles from Pembroke to Golden Lake. Includes pictures, one of C.N.R 5112 with passenger car at Pembroke.

Used to be that the boys on the "Golden Lake Line", known officially in Canadian National Railways circles as Locksley Subdivision, would sing "Working in the Railroad" as they trundled along their 20 miles of track.

Starting today, however, there is a sadder note in their voices. They're singing "Don't Get Around Much Any More".

The "Golden Lake Line", once a major northern Ottawa Valley artery of trade and industry, has ceased to exist. The crew of her one-engine-one-combination-express-and-passenger car (and a box car once in a while), will carry on as a yard crew in Pembroke.

Death of a passenger line, even a little, backwoods one, is a melancholy thing. When the Journal went along in the "Green Hornet". As the Locksley Subdivision men affectionately term their train, there were several C.N.R old-timers taking their last ride over the line. Like pall bearers at a funeral, they stood on Pembroke station platform chatting quietly with station officials who had come out from behind their desks as some sort of "guard of honor", for the departing train.

Once in a while someone began laughing as a "good old days" incident was recalled, but there was little real joy in reality. The coming and going of this old train has been the pivot on which much of their life's work had turned and watching the end was like viewing the last moments of an old friend.

It didn't pay.

Why does a rail service die?

A look at the hard facts of C.N.R statistics told the story quickly.

Passenger service from stations along the line, excluding Pembroke and Golden Lake amounted to only \$575 in 195? Last year for which complete figures are available. There were three or less passengers per trip. These figures, it is believed, hold good for the first six months of this year.

Revenue from express shipments from stations along the line amounted to only \$4 in 1954.

When the Journal reporter made a "farewell" trip over the line the figures showed little change.

Apart from railwaymen travelling on their employee passes, there was only one old gentleman aboard, who got on along the line and paid 25 cents to get to Pembroke. There was also a woman who wasn't quite sure what she was doing there. Mrs. Earl Boswell, of Hudson's Bay, Sask., bound home from Boston, had somehow got her schedules mixed up and was getting to Pembroke from Ottawa by way of Golden lake, rather than by the usual transcontinental train.

"Now, I've seen everything," she said.

There were a couple of other persons on board, railway folks, who were travelling the round about way from Ottawa to Pembroke because they didn't want to wait all day in Ottawa in order to get the late night train west.

Not Much to See.

What's along the "Golden Lake Line?"

Not very much. W.L. Higginson of Pembroke, retired conductor who ran over the old line for years, recalled that in the early days, long before his time, there had been as many as four first class trains and one second class, loaded with passengers and running every day from Pembroke to Golden Lake and return.

In addition, the freight haulage of timber and pulpwood was heavy. That was before the era of 10-ton truck and the "highway freight" tractor-trailer.

The pulp came from Barrys Bay and Whitney and was brought east to various mills. Today, he said it is mainly taken out by truck toward Huntsville and thence to consumers in central-western Ontario.

Exciting history? Nope. No Royal trains. A couple of derailments he could recall. And they once killed three cows near Woito. Used to be some fair trout fishing, if you had time to stop the train at one of the creeks.

With Mr. Higginson was C.N.R Agent Hugh Thurston of Pembroke ??the five-trains-a-day schedule.

Recently the "Green Hornet" has been running a twice a day schedule to Golden Lake going out from Pembroke in the morning as a "mixed", taking freight if any; returning to Pembroke as a "passenger" train; back to Golden Lake as a "passenger" and then home again as a "mixed".

Line Won't Disappear.

Generally there has been no freight to be taken. If in future any shipments turn up to warrant it, the old engine will be taken out and a special run will be made from Pembroke to pick it up. All express will be run from Eganville to Pembroke by highway truck.

The "Golden Lake Line" will not be missed as a scenic treat. It boasts seven bridges and three stations, Dore Bay, Woito and Locksley. There are 17 grade crossings, where the train runs over a highway or two and numerous farm trails. The crossings lend some flavor to the trip, since the engineer has to blow his whistle 17 times and thus liven up what might otherwise be a completely uneventful run.

A Pioneer Run

The line was begun back in the days when J.R. Booth was building rail links to provide an outlet to the U.S. via the Great Lakes, for his Ottawa Valley lumber output. It was incorporated in 1893 as the Pembroke Southern Railway to run from Pembroke to Douglas. In September 1899 it was actually in service as far as Golden Lake. In 1907 it was amalgamated with the old Canada Atlantic and subsequently the Grand Trunk Railway. In 1920 it became C.N.R property.

Closing of the passenger line, the railway figures, will mean an annual saving of \$32,500 per year. Sentiment or no, that's a figure no railway can ignore.

So, at 3.50 p.m. today the old train will run into Pembroke station for the last time. Aboard will be Engineer Bill Hammell, Fireman Steve Hook, conductor Tom Drummey, and brakeman Kenneth Grolway, all of Ottawa and baggageman Ray Brown of Pembroke. Regular conductor Victor Sullivan of Chapeau has been off duty several months through illness.

They'll empty their train of passengers (if any) and express (also if any) and shove her on the siding.

And along the "Golden Lake Line" rust will start to din eon the rails and weeds will grow tall between the ties.

10/11/1956 *Ottawa Citizen**Walkley Line**McCarthy Road*

Uninjured When Auto Hits Train

Two persons escaped possible serious injury late Saturday afternoon when their auto plowed into the side of a slow-moving freight train at the McCarthy Road CNR crossing.

Passengers in the car were George Theodore Zeppa, Box 169, Billings Bridge, and Miss Jacqueline Albert, 18, of no given address.

Earl T. Cooper, of Blossom Park, engineer on the train, said the engine passed the crossing at a speed of about 25 miles an hour when he suddenly heard a crash at the rear of the cab. Zeppa's car had hit the rear of the engine and was flung back 15 feet off the road.

Cooper said the engine's whistle was blowing and the bell was ringing as the train passed the crossing.

Zeppa told police he was trying to avoid another vehicle and his attention was taken up as he approached the crossing.

Damage to Zeppa's car was estimated at \$1,000.

12/11/1956 *Ottawa Citizen**Alexandria*

VAN TOWED INTO PATH OF TRAIN-MAN HURT

One man was injured and \$3,500 damage caused in a two truck CNR collision at the CNR crossing on Riverside Drive about 12.30 o'clock Saturday afternoon. In St Louis de Montfort Hospital is Leo Beaudoin, 27, of 318 Ste. Cecile Street, Eastview, suffering from head cuti and shock.

Beaudoin was the driver of a Koffman Truck Leasing Company van which was being towed by another company truck, driven by Leonard T. Scisson, 28, of 14 Laikin Avenue.

The van was hauled directly in front of an oncoming CNR train in charge of Engineer Thomas Cooper, of Montreal Scisson said he failed to see the train and Beaudoin told police he was unable to stop his vehicle until it was pulled directly in front of the train.

The crash hurled the van some 80 feet, snapping off a railway signal, and ending up on the bank of the Rideau River.

The van was completely demolished with a loss of some \$3,000. The locomotive suffered a smashed headlight and a broken air line some \$300 damage.

Damage to the signal was set as \$200.

Fatal level Crossing crash

Emile Lachaine, 55-year-old Gatineau contractor, died instantly, and his nephew, Robert Demors, 16, was injured when their light truck was struck by a CPR passenger train at the St Henri Street crossing In Hull this morning. This photo was taken just after the two victims were removed from the wrecked truck.

1 Killed, 11 Hurt in Rush Hour

Pupils Among Injured

[photo - caption: The scene after the Churchill-Byron crash]

A fully loaded gravel truck rammed a 20-ton OTC tram sending 10 to hospital and a train killed a Gatineau man in Hull and injured his companion during the rush hour this morning.

Emile Lachaine, 55-year-old Gatineau building contractor died at the CPR's St. Henri Street level crossing when his small panel truck was demolished by a Montreal-bound passenger train at 9 a.m. His nephew, Robert Demors, 16, also of Gatineau was severely hurt.

Ten Go To Hospital

Half-an-hour earlier a heavy gravel truck had smashed into the rear section of an OTC tram at Churchill and Byron Avenues in Ottawa's West End.

[The article continues, but I stopped transcribing it.]

On page 7 of that same paper, there were two photos: CPR 1261 with wreckage of panel van on its pilot and a picture with the caption "inside the wrecked tram" from the OTC accident.

With a picture showing children in front of a passenger car.

Caption. He's in Town. More than 1,000 children poured off a special CNR train at a "mystery rendezvous" this morning to greet Santa Claus. Old St. Nick stepped out of his "North Pole" helicopter to be surrounded by the crowd of side-eyed youngsters. After a big hello to everyone, Santa rode back to Ottawa with the children.

An 18-coach CNR special train pulled out of Union Station at 8.30 this morning with over 1,000 children and adults on their way to a secret rendezvous with Santa Claus who arrived from the "North Pole" by helicopter.

The train was the "Freiman Special," sponsored by A. J. Freiman Ltd., to signal the official opening of Toyland in their Downtown and Westgate stores.

It represents the first time in Ottawa's history that special train has been chartered to transport children to a "mystery station" to meet Santa Claus and usher him back to Ottawa and represents weeks of intensive planning by Freiman's store and CNR officials.

Each coach was supervised by a railway employe to avoid possibility of injury to the passengers.

When the train arrived back at Union Station at 10.40 this morning one of the first to greet Santa was Mayor Charlotte Whitton who had prepared a special welcoming address for the guest of honor. Children not among the 1,000 or so fortunate enough to obtain tickets for the "Santa Special" trip were not denied a chance to see the bearded gentleman. Once he arrived at the station he was paraded up Little Sussex Street to Rideau then east on Rideau to the Rideau-Mosgrove entrance to the Freiman store

Also participating in the parade was the Governor-General's Foot Guards band, majorettes and comic book personalities.

Aboard the train the children were treated to cookies and other toothsome goodies ?? "Santa's Helpers" from Morrison-Lamothe bakery.

Santa Used Plane, Train And Truck To Get Here On Time For City Kids

The beguiling Pied Piper could toot on his magic flute until he was blue in the face, but he could never entrace a crowd the size of the one which followed Santa Claus like so many pet puppies through Ottawa's streets on Saturday. It must have made the jolly old fellow real warm inside as he saw the 1,400 excited youngsters who greeted him from Freiman's "Santa Special" at Vars on the CNR mainline to Montreal, and was later completely inundated by a sea of small fry as he travelled in style from Union Station to the Freiman store on Rideau Street.

It seemed that the only Ottawa kids who were not there were those under two or over 60.

It was a unique and exciting day for the welcoming committee of several thousand youngsters, particularly those who boarded Freiman's "Santa Special", a long 18-coach train, which carried them to Vars where Santa landed by Spartan Air Services helicopter and accompanied the children back to Ottawa. For many of them it was their first train ride and they enjoyed every minute of it.

There was effervescent excitement as the boys and girls lined up in Union Station to board the long CNR train which stretched out past the Laurier Avenue bridge, and there was excitement on the outbound trip as a corp of "Santa's Helpers" distributed cookies and candies.

But nothing rivaled the spontaneous emotion by the children as they watched from their waiting train as Santa's helicopter swished in for a landing beside the tracks.

The rendezvous was supposed to be secret, but its identity leaked out somehow and close to 200 youngsters were at the small village 30 miles east of Ottawa to welcome the bearded gentleman.

Several adults had to run interference for Santa so he could reach the trackside to give the hundreds of children in the coaches a better chance to see him.

He stood there reviewing his worshipping deciples and, as the train slowly pulled past, 1,400 little noses were pushed against dozens of windows as their owners tried to get the closest possible look.

When Santa waved, a forest of hands waved vigorously in reply, and hundreds of throats chorused a welcome that could be heard even through the steel shell of the coaches.

Personal Visit

The trip back to Ottawa produced the zenith in excitement as the scarlet-coated, rosy-nosed fellow went through the coaches to the full-lunged shouts and cheering of the ilonizing [sic] crowd.

He was greeted with another crescendo of cheers as he entered Union Station concourse where additional hundreds packed every inch of standing room to hear Mayor Charlotte Whitton extend the city's official greeting to a most illustrious and welcome guest.

With the Governor-General's Foot Guards band playing seasonable music about "Jingle Bells" and a "Red-Nosed Reindeer," Santa Claus walked out to his waiting sleigh and eight reindeer, to artistically mounted on a tractor-trailer truck. As the parade, with prancing comic book characters and high-stepping majorettes, moved away from the station, hundreds of youngsters joined in the procession to the Freiman store. The Pied Piper never had it so good.

Traffic Snarled

Vehicle traffic movement on Rideau Street was impossible as excited waving children and their parents lined the broad thoroughfare from curb to curb. In front of Freiman's store there was a solid mass of humanity, making it somewhat difficult for the procession to enter the store.

Once Santa was in, the crowd disappeared as if by magic, as youngsters hustled their hovering parents inside the building in "Hamelin town" type adulation.

While it took only three hours Saturday morning for the entire Santa Claus to unfold, several weeks of work went into the arrangements for the train trip and parade.

The CNR had 16 members of their police force and traffic division in the coaches to assure the safety of the children. A staff nurse from Freiman's also made the trip.

Railway officials who collaborated with Lawrence Freiman, president of A. J. Freiman Ltd., in planning the special train trip were: G. T. Dunn, superintendent of the Ottawa division, who was in charge of the train; J. H. Spence, city passenger agent; Harry Gibson, master mechanic, Ottawa division, who rode the locomotive, and William Howard, CNR public relations officer.

Freight Hits car, Two Hurt

PEMBROKE (Staff) Two persons escaped with minor injuries in a level-crossing accident here last night.

Roy Brazeau, 18, of 95B Pembroke Street West, was driving a late model car northward across the CNR tracks at MacKay Street when a slow-moving freight train struck the vehicle. A diesl engine was pushing two box cars westward when the first car struck and dragged the automobile a few yards.

Injured was Mrs. Cecile Labelle, 39, of 142 Joseph Street, a passenger in the car, who suffered a broken arm. Her daughter Cecile, 14, also a passenger, suffered shock. Both were taken to Pembroke Hospital for treatment and released.

Damage to the Brazeau car was estimated at \$600.

The accident was investigated by Inspector Bert Dickey and Sjrt. Lome Sullivan of the Pembroke police.

Train Taking Fans To Game Hits Auto - Two Farmers Die

INKERMAN (Staff) Two well known Mountain district farmers were killed early this afternoon when their car was struck by a Toronto-bound CPR train at the Van Camp level crossing about two miles west of here. Inkerman is about 30 miles southwest of Ottawa.

Dead are:

Andrew (Dick) Bolton, about 50, of Van Camp.

Lyll Levere, 35, of RR No. 1, Mountain.

Their car was carried almost 100 yards along the railway right-of-way by the CPR's No. 35 diesel powered passenger train that carried a large number of happy football fans to tomorrow's Grey Cup game In Toronto.

The tragedy occurred about 12.40 p.m. on a country road midway between Inkerman and Mountain, the first scheduled stop of the train that had left Winchester, seven miles to the east, at 12.35 p.m.

Travelling 60 MPH

The station agent at Winchester, Robert Ledgerwood, estimated that the train have been travelling between 50 miles and 60 miles per hour at the time of the collision.

Bolton and Levere, believed to have been the only occupants of the car, were killed instantly. The auto was demolished.

Lorne Dixon, station agent at Mountain, told The Citizen that the Toronto-bound train was delayed about one-and-a-half hours. The engineer on the diesel locomotive, Roy Allport, of Smiths Falls, and the fireman, believed to be P. Andre, also of Smiths Falls, were unhurt.

Nearby residents said that there was adequate visibility at the approach to the level crossing. A "railway crossing" sign was situated at the approach.

Life-Long Residents

The bodies were taken to the Lorne Armstrong Funeral Home, South Mountain.

Members of the Morrisburg detachment of the Ontario Provincial Police investigated the mishap.

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Revived Mines at Bristol bring new trade to the area.

Revived Mines At Bristol Bring New Trade To Area

By Vern Bower Citizen Staff Writer

Hilton Mine, Pontiac's newest industry, is transforming an abandoned mining area into an industrial empire. Where formerly only the wreckage of two abandoned kilns marked the site of once active iron mining, buildings of the new \$16,000,000 project are springing up in all directions.

Huge trucks rumble in over the backwoods roads bringing materials and equipment to the site, and a railway spur line leading from Wyman to the mine, connecting with the CPR, is crowded with traffic.

Huge pieces of road building equipment are on the site and plans to construct a new road to the mining area are ready to go into action within days.

Primary crushers, secondary crushers, a surge building, and a rod and ball mill, together with a large boiler house are now well along in construction.

Towering cement buttresses and steel skeletons of large scale buildings, thrust their way skyward where only a few months ago there was only scrub timber.

At Shawville, some 10 miles away, six staff houses for mining executives are rapidly nearing completion.

Some 250 to 300 men will be employed at the mine when it goes into operation opening date is tentatively set for the fall of 1957.

Mining will be carried out by the use of electric shovels of 4 1/2 cubic yards capacity, operating in open pits. Trucks with a capacity of 23 tons will haul the ore to the plant.

Plans are for the employment of local men where at all possible. There will be no barracks or dining facilities at the mine proper. The men will eat and sleep elsewhere.

Already the impact of the new industry is being felt in the area. Quyon, located a few miles from the mine site reports an upsurge in business already being felt from the operations. Village Moved

The former village of Bristol Mines has moved to a new site to make way for the mining development. All that is left to mark the former settlement, is the school, now used as a contractors office, and the small frame church which has become temporary mine headquarters.

Foundation Company of Canada, of Montreal, are general contractors for the erection of the big plant. Angus Adair heads the Foundation Co. staff as superintendent.

H. G. Gerber is superintendent for the mines; while E. G. "Ted" Stafford, chief clerk of Pickands Mather, is in charge of the office.

Work on construction will go on throughout the winter months. Owners of the development are Steel Company of Canada Ltd.; Jones and Laughlin Steel Corporation, and Tickands Mather, of Cleveland.

The ore will be mined by the open-pit method. It will be crushed and finely ground, and then fed through magnetic separators which will sort out most of the non-iron bearing material. In its final processing the iron will then be transformed into pellets the size of ping pong balls and baked hard before shipment.

It has been estimated that five tons of ore will produce about a ton of pellets. Annual production is estimated to reach about 600,000 tons with ample ore available for a long term operation.

27/11/1956 *Ottawa Citizen**Maniwaki**Wakefield*

Maniwaki Train Off The Track At Wakefield

WAKEFIELD (Special) The Maniwaki bound CPR train was delayed for only a few minutes here last night when the front wheels of the locomotive left the tracks at the station.

The mishap occurred as the train was pulling away from the depot. Slippery rails were blamed for the accident. An emergency crew assisted in setting the wheels back on the rails, and the train continued before passengers were made aware of the cause of the slight delay. No one was hurt.

29/11/1956 *Ottawa Citizen**Sussex Street*

Four Escape As Auto Crashes Train

Four occupants of an automobile escaped with minor injuries last night when their car skidded into the side of a slow-moving CPR locomotive at the McArthur Avenue railroad crossing, in Eastview.

Treated at General Hospital for cuts and bruises were J. A. Lawrence O'Regan, driver of the car, and his wife, of 581 Dunbrack Street, Mrs. Betty Hughes, and Carl Mitchell, both of 411 Mc Arthur Avenue.

The locomotive was hauling freight cars from the Eastview siding, and the engine was about three-quarters of the way across the crossing when the accident happened. Arthur Hamill, of Hull, was the engineer of the train.

\$600 Damages

H. J. Robinson, of 436 Lisgar I Street, fireman on the train, told police that he noticed the westbound auto approach the train. The driver apparently failed to notice the engine until too late. He braked the car but it skidded on the icy road into the side of the locomotive, he reported.

Damage to the auto was estimated at \$600. The train was delayed for 20 minutes because of the accident.

The injured persons were taken to hospital by passing motorists. They were not admitted.

Cpl. Oscar Bussiere of the Eastview Police investigated.

06/12/1956 *Ottawa Citizen**Lachute*

Freight Car Is Derailed

The CPR's north shore passenger train from Montreal due at Union Station at 1.20 this afternoon, was delayed 40 minutes by a derailment.

One car of a small, local freight train jumped the track a few miles east of Buckingham, causing the temporary delay in traffic. None of the train crew was injured and damage was reported to be minor.

14/12/1956 *Ottawa Citizen**Chalk River**Renfrew*

Leap Saves Drivers From Train Crash

RENFREW (Special)-Two Renfrew men narrowly escaped injury Thursday by jumping from the cab of a transport just before it was struck by a CPR passenger train. The accident occurred just before noon at the Munro Street level crossing here.

Gordon Harper, 33, of 339 Harry Street, driver of the Taggart Service Transport and his brother [sic] Bruce Harper of 31 Hinck Street, leaped from the cab only seconds before it was struck by east bound CPR train No. 8. The transport was proceeding south on Munro.

Police said they were not sure if the transport driver had not seen the train, or if the icy condition of the street had prevented the unit from stopping.

The tractor portion of the unit sustained damage estimated at \$2,000. The trailer was not damaged.

Conductor of the train was J. L. Hussey of Ottawa, and the engineer was E. Carle of Ottawa.

The investigation was conducted by OPP Cpl. E. A. Hunter and Cons. George Widdows.

Trucker, 38, Killed At Crossing

ARNPRIOR (Special) An Arnprior truck driver was instantly killed in a train-car crash while on his way to work early today.

Robert James MacMillan, 38, of McNab Township, was driving his 1948 model auto across the Division Street CPR crossing at the western extremity of Arnprior about 6.55 a.m. when his car was struck by a heavy eastbound CPR freight train No. 80.

The train, a double-header pulling 55 cars, struck the car at the right side of the driver's seat and dragged it on the pilot to Edward Street - about half a mile distant - where the train was brought to a stop.

Applied Brakes

Police said the train crew had applied the brakes on the train, which was preparing to stop at Arnprior, before the fatal crash.

Crew members of the train with two steam locomotives were: C. W. Gillespie, of Smiths Falls, engineer on the first unit; B. Walker, of Smiths Falls, engineer of the second unit, and Conductor I. Harris, of Smiths Falls.

Coroner Dr. J. L. Dauphinais, of Arnprior, viewed the body and said an inquest would be held.

MacMillan who was single, was a driver for the Dupuis Transfer of Arnprior.

The body is resting at the Boyce Funeral Home, Arnprior. Funeral arrangements have not been completed.

Mother, Son Hurt As Car Strikes Train

An Ottawa woman was injured Saturday night when the car in which she was riding collided with a CPR train on Carling Avenue just north of Preston at 10.30 o'clock.

Mrs. Margaret Meloche, 68, of 45 Strathcona Avenue, is being treated in Civic Hospital for possible fractured collar-bone, bruises and lacerations.

Her son, Peter Meloche, 32 driver of the automobile, sustained minor cuts and bruises.

Mr. Meloche told police he was driving east on Carling approaching the railway crossing when his mother shouted that train was coming.

Tossed From Car

He applied the brakes but was unable to avoid hitting the train. Mrs. Meloche was thrown from the car by the violence of the impact.

Police said the train was moving at a slow rate of speed at the time of the accident. The train was north-bound in charge of engineer Kipling Casselman, 51 Pinehurst Avenue.

Damage to the car was placed at \$1,200.