

Local Railway Items from Area Papers - 1956

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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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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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.

10/05/1956 Ottawa Citizen Kingston (CN) Brockville

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 employes 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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26/06/1956 Ottawa Citizen New York Central

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.

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

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.

A CNR freight train was held up for 10 minutes while firemen poured water from hoses on the railway embankment.
<http://news.google.ca/newspapers?id=EdQxAAAAIBAJ&sjid=JeMFAAAAIBAJ&pg=5868,2772753&dq=railway+railroad+train+cpr+bride&hl=en>

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 5,000.

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.

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 trucks 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 180 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 Lanthier 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 and smoke-filled. The couple and their three children, Peter, 9, 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 Charlebois and their five children, and Mr. and Mrs. Gordon Gordon with one child.

Mr. Lanthier 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 rebuilding plans would be made after final assessment of the loss.

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

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

Knocked out was Hughie McQuaig, who was driving the hers 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.

10/07/1956

Ottawa Citizen

Maniwaki

Hull

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 bailiff," 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.

30/08/1956

Ottawa Citizen

Kingston (CN)

Iroquois

<https://news.google.com/newspapers?id=6tQxAAAIBAJ&sjid=XOMFAAAAIBAJ&pg=3524%2C2740912>

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

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

John William Hale, 18, of Westville, N.S., was crushed to death between a diesel switcher engine and one of 40 cars loaded with crushed rock. None of the other four crewmen, who like Hale resided in Brockville, was injured.

'Mile North Of New Townsite'

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

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

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

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

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

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

'Death Was Instantaneous'

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

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

"It came like a bolt of 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.

26/09/1956

Eganville Leader

Locksley

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.

29/09/1956

Ottawa Citizen

New York Central

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.

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 employee 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.

27/10/1956 *Ottawa Journal*

Locksley

Pembroke

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 Wotto. 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, Wotto 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 Drumme, 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.

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.

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 direction.

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.