

Local Railway Items from Ottawa Papers 1957

Saturday **05/01/1957** **Ottawa Citizen** **Winchester** **Smiths Falls**

May permit moving of CPR freights.

Smiths Falls. Picket lines of locomotive firemen were expected to yield today long enough to permit the transfer of two freight cars in the strike-bound Canadian Pacific Railway yards here to a track of the Canadian National Railways, a half a mile away.

The operation, probably unique in the three-day strike that has resulted in a nation-wide shut-down of the CPR, had the approval of the company and the railway union involved.

On the two cars was a shipment of materials needed by Ontario Hydro at Cornwall which had been tied up here in transit from Toronto when the strike started on Wednesday.

Included was a draft tube liner, in two sections of 11 tons each, which will be installed in a Cornwall powerhouse.

Striker in crew.

One of the striking firemen was to be in the cab of a yard engine which was to move the cars to an interchange track to be picked up by a CNR freight train. Also in the special crew would be an engineer, a foreman and two yardmen.

The CNR was scheduled to take the cars to Cornwall via Napanee tonight.

Roy Allport, chairman of Local 391 of the Brotherhood of Locomotive Engineers here, had charge of the movement on behalf of the brotherhoods.

Mr. Allport was permitted to cross firemen's picket lines Friday morning to discuss the arrangement with A.W. Harris, superintendent of the CPR Smiths Falls Division.

Need Not Urgent.

An Ontario Hydro official at Cornwall told The Citizen yesterday that the huge steel liner was not urgently needed but its arrival would be welcomed at the project where its installation was being awaited.

Concreting and turbine-erecting crews at the site were not being held up by the delay in shipment of the liner at the present time, he said, but indicated any prolonged delay would interfere with work progress.

He said the equipment had been ordered from English Electric at Toronto.

Moving the heavy cylinder from Smiths Falls by trucks would involve serious hazards. A road would have to be built across the CPR yards here. It was considered possible that the trucks, once loaded and on their way by road, might encounter bridges that would not hold the load.

The liner is nearly 14 feet high and almost 24 feet at its widest.

Accompanied by a photo with the following caption:

There was a good possibility that striking railway union men would relent long enough today to permit this vital seaway equipment to be moved from Smiths Falls to the St. Lawrence. If this is done, the two cars shown would be the only CPR freight cars turning wheels in Canada. The 22-ton draft tube liner, in two sections, were destined for the Ontario Hydro powerhouse at Cornwall. CPR crews would move the cars a half-mile from Smiths Falls to CNR lines.

Saturday **19/01/1957** **Ottawa Citizen** **New York Central**

Cornwall/Ottawa Railway Now Officially Abandoned.

The Board of Transport Commissioners Friday officially approved a request to abandon the Cornwall-Ottawa railway line.

The request came from the New York Central Railway and the Ottawa-New York Railway Company in the light of plans to build a high level bridge between Cornwall and Roosevelt Town, N.Y.

Railway officials say they sought abandonment in the public interest as the cost of building a bridge would not be in line with the profit forthcoming from the line.

The 57-mile link between the capital and this riverside industrial center was built more than 50 years ago. The order from the Board of Commissioners indicates that the line cannot be abandoned before February 15. An official of the New York Central stated he did not think the abandoning of the line would be complete by that date.

Still Unknown

The eventual use of the right of way to Ottawa is still unknown. Some have advocated the line will be taken over by the Canadian National, though, this is doubted as it has not been profitable for the American railroad.

Another group have speculated on building a through highway to the capital on the right of way. Highway department officials have generally brushed off this suggestion.

Price rises in a few communities in the northern towns and villages have been forecast as a result of the stoppage of service. However, few centers between Ottawa and Cornwall think the price hikes will be serious.

Friday **15/02/1957** **Ottawa Citizen** **New York Central**

Cornwall - There was work, kidding, and stark tragedy as the last train over the New York Central System made its final run over the line from Ottawa to Cornwall and Massena yesterday.

It was only a freight train, powered by an 1600-horsepower diesel engine - all that's been running over the line since the last passenger train passed over the line three years ago. But there was nostalgia in big doses all along the way.

Tragedy, too

There was work as the crew put the last train together, picked up a car here and there en route; kidding as old friends said goodbye at each station, and tragedy as retired veterans watched as the last train slowly left the Ottawa yards about 3.30 p.m.

In the big vacant Ottawa office, the telegraph key clicked extra loudly as the assistant-superintendent F.T. "Tim" Putney of Massena and auditor Dick Buckbee of Watertown watched Conductor Len Phillips check his last bills and his last train order with Ottawa agent Alfred Hebert.

The diesel's whistle moaned her last approach to Russell and agent Bernard Campbell left his office with the windows already covered by sheets of the Ottawa Citizen, came out and handed over his company books to the conductor to take to Massena.

Then it was on to Embrun where agent Noel "Nat" Desrosiers handed the conductor a waybill covering the last empty coal car to leave the Embrun siding.

Only three years ago, the railway got permission from the Board of Transport Commissioners to discontinue passenger service over the 47-mile line to Cornwall. Now the board has let the NYC drop its last remaining freight service on the line that was losing money.

Like a wake.

It was like a wake. Every station was stripped of everything except the telegraph key and dispatcher's telephone. The line has lost out to cars, trucks and buses. For the first time since the line was opened in 1892 (sic) there was no passengers, no freight, no express packages, no telegrams-- much partially obscured--

they talked to Engineer Bill Sweeney of Massena and fireman Ton Leo? Of Ottawa and brakeman Carson and W.A. Forsyth-- illegible.

"Things have changed a lot in the 48 years I've been with the road," said ?? Charley Thompson, "There used to be six trains a day over this line - and we had to hustle. Sometimes I wonder how I got all the work done - freight, express, passengers, baggage - I know I couldn't do it today."

After the excitement subsided, agent Thompson went outside in the cold wind and tacked a big sign on the door that said "CLOSED".

(continued)

Pictures:

1 - Last train order.

Assistant Superintendent Tim Putney, right, watches as conductor Len Phillips, left checks train order being received by wire by Ottawa agent Alfred Hebert, for the last New York Central train to run over the 47-mile run over the line from Ottawa to Cornwall.

2 - A sad farewell

Pensioned NYC railroaders and section men gather at Ottawa station to see the last train leave. Left to right they are: John Fraser, Vince Dar?, and Dunc Baker, all veteran rail men; Russ Monaghan, section foreman, John Campbell, employe; Charles Manion, NYC veteran and Ed Berube, section man. Standing in front of diesel No. 8304.

3 - Final run

8304 approaching Russell. Caption illegible.

4 - End of the line

Crew members of the NYC diesel engine step down - illegible.

Thursday 28/02/1957 Ottawa Citizen Beachburg Bells Corners

Close to 100 in miraculous escape as train hits truck.

Ten cars spill off the track at 55 mph clip.

The CNR's eastbound Continental today knifed into a braking tractor-trailer at a level crossing on the city's outskirts, derailing a two-unit diesel and ten cars.

About 75 passengers and about 15 crew members aboard were violently shaken up. Damage was estimated at \$1,000,000.

The smash left a 300-yard tangle of wreckage and scattered cars at a crossing just north of Bells Corners.

Further Reports, Pictures C Page 7.

It was incredible that there was no loss of life or serious injury. .

Both the train and the tractor-trailer - the latter was northbound on Highway No. 15 - were heading towards Ottawa at the time of the 6.05 a.m. crash.

The train - the CNR's Continental due to arrive at Union Station at 6.35 a.m. - was travelling at about 55 miles per hour, the conductor, Daniel J. Pickett, of Capreol, Ont., told The Citizen.

Evert Bergsma, of St. Anne's, Ont., 33-year-old driver of the heavy vehicle owned by Zavitz Bros. Ltd., of Wainfleet, Ont., escaped unscathed from the accident which drew thousands to the scene.

15,000 tins of baby food.

Included among the 75 passengers who were abruptly jolted out of their sleep were more than a score of wives and children who were proceeding to Halifax enroute to join their husbands and fathers serving with NATO forces in Europe. They were due to leave Halifax on the liner Scythia on Saturday.

Spread along the railway roadbed for more than 100 yards on either side of the crossing were the contents of more than 500 unit cases of canned baby food, valued at about \$4,000. The 15-ton cargo of the tractor-trailer comprised 15,000 tins of the baby food.

The crash came after the tractor-trailer came to a stop on the tracks in spite of the efforts of the driver to bring it to a halt in time. The driver blamed the vehicle's brakes for the truck's position on the tracks.

Still shaking an hour after his harrowing experience, Mr. Bergsma recounted for the Citizen

what he could recall of the moments leading up to the crash.

"I was moving along at a normal rate of speed, when I suddenly noticed the train looming up to my left. My first thought was to put on my brakes. By that time the train was practically upon me.

"But my brakes refused to work."

The driver's miraculous escape from death resulted from the fact that the train struck the vehicle near the point where the tractor section connects with the heavy trailer.

The smash literally cut the tractor, housing the driver, away from the trailer and left it practically undamaged. The cab and its occupant landed upright on the highway just to the north of the tracks. The major portion of the tractor was located about 100 feet east of the highway on the Bells Corners side of the crossing. The other part was found on the opposite side of the crossing.

Only three minor injuries.

Injuries - all minor in nature - were sustained by only three of those on the train.

The engineer, Dean C. Burrill, of 1054 Apolydor Avenue, Ottawa, received small cuts to the face and hands but was able to go home after the mishap.

J. F. MacLean, the baggageman, whose home is in Capreol, Ont., received a bruised arm, and William Evans, 37, a seaman enroute from Vancouver to Hali-I fax, suffered a wrist injury.

The only one to be treated in hospital was Evans who was released from the Civic Hospital as soon as he was attended to. CNR officials estimated that the arduous job of clearing the line would be completed by 6 p.m. and service would then be resumed over that section.

Meanwhile, the CNR's Super-Continental, due to arrive in Ottawa at 2.50 p.m., was rerouted at North Bay to run over the CPR line to the Capital. All CNR locals are temporarily running over the CNR's Renfrew Valley section from Barry's Bay. The crash occurred on a level crossing located on a straight,

dry stretch of road about 500 yards north of the Bells Corners intersection. There was a regular "railway crossing" sign at the crossing but no wig-wag.

The scene in the vicinity of the crossing was one of wreckage and confusion born out of fantastic circumstances.

All of the cars and the two diesel engines were derailed.

Just three of the cars three sleepers and the dinette remained upright adjacent to the torn up section of track. The day coach was in a near-upright position but came to rest about 15 feet from the track.

The train left Capreol at 10.45 p.m. where it picked up passengers transferred to it from a train travelling east from Western Canada.

The transfer of passengers from the twisted cars to Colonial Coach buses for transport to Union station was completed before 8 o'clock.

There was little panic by those concerned. Mrs. H. A. Smith, whose address was given as Ottawa, and her sister, Mrs. P. J. Slaughter, of Cobalt, Ont, was

concerned about the body of their mother which was in a casket in the baggage car. The casket was later removed for transfer to Montreal. Other

members of the crew, in addition to the conductor, Dean Burrill, of 1054 Apolydor Avenue, Ottawa, engineman; George Burns, of 571 Somerset Street,

fireman; Allan Irwin of Capreol, trainman; and J. F. Mac-Lean, of Capreol, baggage man.

OPP Sgt. Edwin Richardson and Constables Ray Miller and Bill McGinnis, all of the Ottawa detachment, were at the scene shortly after the crash.

Thursday 28/02/1957 Ottawa Journal Beachburg Bells Corners

CNR Engineer Dean C. Surrill is resting at his Apolydor avenue home today after a train-truck wreck beyond his understanding.

He said a tractor-trailer passed a stopped car at the Bell's Corners level crossing this morning to straddle the tracks when the East bound Continental was signalling its approach.

"I could hardly believe my eyes", the engineer told The Journal. "We didn't have a chance.

"I saw a car attached to a small trailer stopped at the crossing. The transport pulled around the car and into the level crossing. It was astounding."

Mr. Burrill advised Provincial Police of the situation as he saw it and disclaimed all responsibility for the derailment.

"I slammed on the brakes but we travelled for several hundred yards", he said. The 43-year-old engineer has been an employe of the CNR for 15 years and an engineer for eight years. Some witnesses said they I overheard the truck driver say his brakes failed and he was forced to swing around the car in a bid to clear the tracks.

Asked about it some hours later, his reply was a noncommittal "Could be!"

He said, he had been instructed by his superiors and insurance officials to say nothing of the crash.

George Burns, the fireman, said he did not realize anything was going to happen until a split second before the crash occurred.

Thursday 01/03/1957 Ottawa Citizen Beachburg Bells Corners

Swerved to avoid car at crossing.

Several lives possibly were saved at Bells Corners yesterday morning when transport truck driver Evert Bergsma, 33, of Wellandport, Ont., realizing his brakes were useless, swerved past a stopped passenger car rather than push it into the path of the CNR's crack Continental passenger train.

As a result of this quick-trigger thinking, the Ottawa-bound train crashed into the end of the 15-ton transport Bergsma was driving. Ten coaches were derailed but, miraculously, no one was killed. Three persons suffered minor injuries.

Statement

The driver's explanation for the crash, was revealed today by John Grace, legal counsel for Zaviti Brothers of Wainfleet, Ont, owners of the tractor trailer which was on lease to Secord Transport of Fonthill.

Bergsma's statement maintained that the truck brakes failed as he was slowing down behind the passenger car, which had stopped at the crossing for the diesel-powered train which was approaching the Ottawa suburbs at 55 miles an hour.

To avoid pushing the car into the path of the locomotive, Bergsma made a quick decision to pull out and attempt to get across the crossing before the train arrived. He stated that he knew his brakes were useless and this was his only alternative. The train was travelling at 55 mph.

This sequence of events was substantiated by train engineer Dean C. Burrill, 43, of Ottawa who said that the tractor-trailer entered the level crossing after swinging out to pass an automobile stopped for the train,

"We didn't have a chance," he said. "The truck went around the stopped car. I slammed on the locomotive brakes but we travelled for several hundred yards before the train stopped."

There was such an impact that parts of the steel siding of the truck trailer were welded to the front of the diesel cab.

Bergsma told his legal counsel that he believed there were several persons in the car which he swerved around.

Regular traffic over the damaged line was resumed at four o'clock this morning, 22 hours after the crash.

A CNR emergency crew worked continuously throughout yesterday and last night to clear the right-of-way of the 10 damaged coaches and replace 100 yards of rail and roadbed torn up in the crash. Auxiliary trains, complete with huge grappling hooks, were brought in from Capreol and Montreal, Six coaches and the two damaged diesel units still are along the trackside but will be removed later today. All units will be "shopped" in Ottawa or Montreal for complete inspection and repair, where needed. All coaches and both diesel units will be salvagable.

Normal vehicular traffic was resumed on Highway 15 at 2.30 this morning after the last of the toppled coaches was lifted out of the way.

While the Ottawa-North Bay mainline was being put back into service all CNR trains were rerouted over the CPR mainline as far as Pembroke, then back onto the CNR line into North Bay.

The first train to resume regular service this morning was the east-bound Continental, the sister train to the one involved in yesterday morning's crash.

Ontario Provincial Police officers are back at the scene today completing their investigation, but a report will not be submitted for Crown Attorney consideration until the probe is completed.

Thursday 09/05/1957 Ottawa Citizen Prescott Prescott

Transport knocks train from track.

Prescott - A transport driver escaped with only minor injuries when his truck struck a CPR train at a level crossing on the Prescott Bypass and derailed three cars at 9.40 p.m. Wednesday.

William Conlin of Oshawa was treated at the Brockville Medical Clinic after his truck slammed into the 13th car of train 592, combination freight and passenger bound from Ottawa to Prescott.

The eastbound truck knocked the car nearly 100 feet and the impact severed the railway track.

The transport's cab was wrecked and the trailer section suffered damage estimated at \$2,000. No estimate of damage to the train - 20 freight cars, a baggage car and a coach- was available.

Engineer of the train was Gordon Allen of 1084 Gladstone Avenue, Ottawa, and the Conductor was F.G.Cope, also of Ottawa.

There is no wig wag signal at the crossing.

From Bruce Chapman #592 had G5 1265 for power.

Monday 18/06/1957 Kingston (CP)

Kingston, June 16. Kingston and Pembroke Railway Co. has closed down 86 years after its inception. The service was discontinued Saturday following the return to Kingston of the last scheduled train from Sharbot Lake.

The company, for half a century a subsidiary of the Canadian Pacific Railway, was chartered in 1871. Its first section spanning the 46.8 miles to Sharbot Lake was opened in June, 1875

There were subsequent extensions to Snow Road and to Renfrew with spur lines serving the Martele iron mines and those at nearby Zanesville.

The K and P line was in receivership in 1894. But it I organized four years later and in 1903 passed to the CPR. The Bay of Quinte Railway enjoyed trackage rights over the Kingst line until 1913.

Before the First World War the Kingston service consisted of a daily passenger and mixed train each way with an extra mixed service as far as Sharbot Lake.

The Canadian Locomotive Co. Kingston, built the Kingston company's 11 locomotives. Records show the line's inventory when the CPR took over included seven passenger cars, 50 flat cars and 20 box cars.

Captions to three pictures.

One of Canada's oldest railway lines was discontinued Saturday when CPR trains 612 and 613 from Kingston to Sharbot Lake and return made their last runs. Train is shown leaving Kingston, with freight, express, mail and passenger cars. Conductor George Giff of Smiths Falls had little passenger business to handle. He was kept busy though with waybills, manifests, etc. of mixed cargo.

Train 612 pulls into the deserted station platform at Sharbot Lake 46 miles north of Kingston. Train connected with CPR local train from Toronto and Montreal. The Kingston & Pembroke Railway Co. (later known as the Kick and Push) was chartered April 14, 1871, and line from Kingston to Sharbot Lake opened June 17, 1875.

21/06/1957 Eganville Leader Tramway Dominion Rock Products

Shane Lime Works Change Ownership

The Shane Lime and Charcoal Company of Eganville have disposed of their interest at their Fourth Chute Plant. On Saturday, June 15, the Carleton Lime Co. of Carleton Place assumed new management. Their representative is Mr. S.J. Neilson. Mr. W.J. Shane will continue in charge of the plant and his brother, Mr. Douglas Shane, will be associated with him.

This plant, which has been known as Shane's Lime Kiln, was originally formed by the Standard Chemical Co. of Toronto in 1913, and was located just below the village limits, with the late John Shane as foreman. In 1923, Mr. Shane and his sons acquired all the interests. They also owned the Charcoal Plant at Kearney, which was dismantled in 1943.

For 34 years the plant has been in operation, employing 17 men or more, and running two or three kilns to keep up with the ever-increasing orders. When the deposit of limestone became exhausted at Eganville, the Shanes acquired the splendid layout of the Dominion Rock Products, halfway between Eganville and Fourth Chute, acquiring also an almost inexhaustible supply of rock, sufficient to guarantee the continuity of operations for years.

Tuesday 16/07/1957 Ottawa Citizen Kingston (CN)

Rail route to Iroquois to open July 21

Cornwall - CNR officials have announced that beginning July 21 all trains will operate over the 40 miles diversion route from here to Iroquois.

No special ceremony is planned to mark the occasion which will see the longest piece of main-line double track laid in Canada for some time put into use.

The first passenger train to run over the new line will be No. 17 from Montreal - the "Overnight Sleeper" to Toronto that passes through Cornwall at 12.37 a.m. Standard Time.

No changes in the CNR's present timetable is expected. The line financed by Ontario Hydro and built partially by the CNR itself includes 18,300 tons of lighter rail.

A total of 411,000 cubic yards of high grade ballast was used.

Thursday 25/07/1957 Ottawa Citizen Winchester Merrickville

Man killed when auto rams train.

Smiths Falls - A Toronto man died, his companion was critically injured and an alert head-end brakeman averted a possible second serious accident in a train-car crash at Merrickville, 12 miles east of Smiths Falls at 7.25 this morning.

Dead is George Eddy, 61, of 818 Ossington Avenue, Toronto who died in a Lannin Ambulance en route from Merrickville to St. Francis Hospital in Smiths Falls.

Critically injured is Lawrence Steele, 40, of Mountain Grove Village, 50 miles west of Smiths Falls on Highway 7. Mr. Steele suffering severe head and chest injuries was transferred to Ottawa Civic Hospital from St. Francis.

The accident occurred on a gravelled level crossing over double tracks just east of the Merrickville station. It was the first fatality here in 50 years although there is no wig-wag signal.

Mr. Steele is believed to have been driving the 1953 model station-wagon when the accident happened.

He apparently tried desperately to brake it but the vehicle crashed into the side of the west-bound freight. It spun around after the impact and came to rest upright, partly on the eastern set of tracks.

Head-end brakeman Richard Drew of Smiths Falls, aboard the west bound train involved in the crash, leaped from the train and raced up the tracks to flag down approaching east bound CPR passenger train No. 24.

It ground to a stop only a few feet from where the wrecked station wagon straddled the rails.

First on the scene was George Pitschke, 45, who was enroute to Smiths Falls with a load of milk. He saw the freight stop, an unusual occurrence, and investigated. "I saw only one man and he was bleeding. All I could do was get a doctor called," he said.

Dr. A.M. Barr of Merrickville was summoned and ordered dead and injured removed to hospital.

Engineer John Deegan and conductor George Baxter, both of Smiths Falls, were in charge of the west bound freight. Conductor Jack Dawson and Engineer Harry Beckett, also of Smiths Falls, handled the east bound passenger.

Merrickville Constable Mathew Hayes investigated.

From Bruce Chapman CPR #2462 was on train 24.

Monday 26/08/1957 Ottawa Citizen Alexandria Ottawa Union

Train of Today Drops In for a Wash and Look-see by Railway officials

With picture - includes a Budd car

The Train of Tomorrow never really got here, but what looks like the Train of Today arrived at the Union Station Friday afternoon. It was an 85-foot steel and sky blue coach, low slung and light weight with either standard or streamlined train.

On hand to see the new Pioneer III were officials of the Canadian National Railways and the Board of Transport Commissioners. Those who made the test run on the silver and blue coach from Montreal included M.E. Doke, Toronto, CNR, general traffic manager, J. Van Hemert of Canadian Car Company, Montreal; and George H. Hoganson, MEIC, Chief of Transport Research, CNR.

Pulled by a normal radio (sic) diesel car, Pioneer III made a run to Ottawa for test purposes.

Visitors found that one walked down an incline into the body of the coach, discovered a brightly lit car, and noted a wide and deep baggage rack.

Lightweight.

From a railway standpoint, the coach weighs only 52,000 pounds as against a standard 130 to 160 thousand pounds. It is only 40 percent of the weight of a standard car. The standard height coupler permits its use on any train. The coach meets the standards of the American Association of Railroads, with which the Board of Transport Commissioners in Canada concurs.

Among those on hand to greet the new car were C.D. Shepherd, Chief Commissioner of the Board of Transport Commissioners; R.N. MacDonald, Director of Operations, B of TC; Ray MacDougall, executive representative of the CNR; and Walter Smith executive representative.

Asked why the car was in Ottawa, Mr. Smith said: "We are just looking: we are still shopping around."

The Pioneer III remained just long enough to get its windows washed, and then it returned to Montreal.

Monday 09/09/1957 Ottawa Citizen Carleton Place

In the worst accident of its kind to occur in Ottawa in many months, a family of three persons died in a level crossing crash near Britannia Saturday night shortly after 8 o'clock.

Dead are Robert E. Griffith, 28, his wife Pamela, 25 and the couple's three-year-old son Martin.

Harry McColl, 24, of Richmond, driver of the car, is in Civic Hospital suffering from head and internal injuries, but his condition is not critical.

Natives of Wales, the Griffiths had been in Canada only a little over a year, and had come from Fort Erie two days ago to take up residence at Richmond.

McColl drove his car directly into the path of a Smiths Falls-bound CPR freight train at a crossing on the Henry Side Road. This road runs from Highway 15 to Highway 17, and the crossing is a particularly dangerous one.

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William Y. Shorthouse, of 173 Daly Avenue, engineer of the freight train, told The Citizen on Sunday that a few seconds before the crash he noticed the automobile approaching the crossing from the south. He had no opportunity to bring the heavy freight train to a stop in time to avoid smashing into the car.

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Friday 11/10/1957 Ottawa Citizen New York Central Cornwall

International Bridge Sale in Two Weeks?

Cornwall - Official sources Thursday disclosed that sale of the Roosevelt International Bridge will be completed in two weeks time.

Buyers are the U.S. and Canadian seaway agencies, the Seaway Authority. They are presently negotiating with the Cornwall International Bridge Company Ltd., holders of the rights for vehicular traffic, and the bridge owners, the New York Central Railway Company.

Although no sale price was released, officials reported that purchase of the remaining stock in the Cornwall company is all that is necessary to complete the deal.

The Cornwall International Bridge Company acquired their rights to the bridge in 1949 from the Flynn Corporation of New York City. The bridge itself was built in 1898. It was open to vehicular traffic in May, 1934.

Saturday 26/10/1957 Ottawa Journal Prescott

Canadian Pacific Advertisement
Effective Monday, October 28th, 1957

THE PASSENGER SERVICE
provided by trains 593 and 592 between Ottawa and Prescott
Will Be Discontinued
Reason: Lack of Patronage

CANADIAN PACIFIC RAILWAY COMPANY

Monday 28/10/1957 Ottawa Journal Prescott

(Caption to picture of crew) Conductor J.R. McNally checks his watch and engineer C.J. Robertson, centre, and fireman Alvin Nichol look on just before the last train carrying passengers between Ottawa and Prescott moved out of Union Station at seven o'clock Saturday night. Now, only freight will be carried on the 52-mile, 15-stop run. Passenger traffic was not sufficient.

107 years of train service ends.

A small, almost empty train slipped down the rails and into the cold night at Union Station Saturday. It was the last of its kind and marked the end of 10 years of passenger service between Ottawa and Prescott.

Just a Memory.

Now, for old trainmen and district residents alike, all that remains is memory.

A few passengers sat huddled quietly in a single coach, bright with yellow light.

A baggageman bent chafing his hands and fingering his mail within a single baggage ear.

It was seven p.m. and at the front a signal was given. Two burly trainmen heaved into a diesel cab. A conductor swung on at the rear.

Then it was gone.

It was goodbye to the first passenger service into Ottawa.

Prior to April, 1954 passenger trains exclusively operated between Ottawa and Prescott, but business had fallen off.

As a remedy the CPR put on a "mixed" (passenger and freight) train.

Still there were not enough passengers and the company made a successful appeal to the Board of Transport Commissioners.

Now only freight will be hauled on the 52-mile, 15-stop run and passengers will go by bus. To go by train they would have to travel by Coteau or Brockville.

The passenger service came into being under the St. Lawrence and Ottawa Railway in 1850 and was leased to the CPR in 1884.

Recently its stops have been Ottawa, Billings Bridge, Ellwood, Gloucester, Manotick, Bray, Osgoode, Sabourin, Kemptville, Bedell, Oxford Station, Groveton, Spencerville, Domville and Prescott. It has operated (going and coming) under train No.'s 593 and 592.

A Small Train

It normally has been a small train leaving Ottawa but has picked up passengers and freight and extra cars along the way, some cheese maybe at Oxford, then at Prescott some coal from Ogdensburg, and television sets from the town itself.

It has left Ottawa at six p.m. (standard) and arrived at Prescott at 9.05, then left from Prescott at six a.m. the following morning, arriving her at nine o'clock.

In future a Cornwall trucking firm will handle the mail between the two points.

Mail will leave Prescott post office at 8.30 a.m. and arrive at Spencerville at 8.55, Oxford at 9.20, Kemptville 9.40, North Gower 10.05, Manotick 10.30 and Gower at 11 o'clock.

Going the other way it will leave Ottawa at five p.m., arrive Manotick 5.30, Kemptville 6.40, Spencerville 7.05 and Prescott 7.30 - all standard time.

On the train for its last run Saturday were Clifford J. Robertson, engineer, of 261 Bayswater avenue, J.R. McNally, conductor of 261 Bayswater avenue (sic), Alvin Nichol, fireman, of 59 Palsen street; and trainmen, Erville Colemam, of Carleton Place and Percy Robertson of 81 Harold Place.

Engineer Clifford Robertson has been on and off the run since 1926. They were all sorry to see it go.

Tuesday 26/11/1957 Ottawa Citizen Alexandria Vars

Letter to the Editor.

Through the medium of your newspaper I would like to take this opportunity in thanking A.J. Freiman Limited in making thousands of young children so happy with the recent trip to Vars, to witness the arrival by helicopter of Santa Claus.

It was so thrilling, for the parents of these children, to note the expression and the excitement in the eyes of our little ones, when Santa went through the aisles of the train and shook hands with as many children as possible, that one could not forget to thank the responsible parties for a job so well done and very little publicized.

Victor Boileau.