

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.

13/02/1957 *Massena Observer* *New York Central*

Last Train Leaves Massena for Ottawa

From the Massena newspaper

Final run of the Ottawa division of the New York Central railroad is being made today and tomorrow. The last train out of Massena left this morning at 8:45 and will return from Ottawa tomorrow.

The last crew included William A. Carson, brakeman; W. D. Sweeney, engineer; William A. Forsythe of Finch, brakeman, and L. E. Phillips, Ottawa, conductor. On hand to witness the start of the final run were F. T. Putney of Massena, trainmaster; D. W. Johnson of Gouverneur, supervisor of track; H. Bell of Massena, assistant supervisor of track, and William A. Alf<e, Watertown, master mechanic.

The Ottawa division has been in operation since 1897 and for many years was operated by the old New York and Ottawa railroad, before being taken over by the New York Central.

Approximately 51 miles of track between Roosevelttown and Ottawa are being abandoned by the railroad. The twelve-mile run from Massena to Roosevelttown through Helena will be the only portion left in use.

Last Train Runs Over Abandoned NYC Line

In the year 1897, a dream harbored by Joseph Kerrand Dr. Darby Bergin, two predominant political figures of that became a reality.

Last night at 6:45, that reality was shattered.

With a quick dot-dot-dash of the telegraph ketand a booming huff from the engine pulling its load, the 60 year old New York Central railway line between Cornwall and Ottawa ceased to operate.

What had been feared finally became a reality. The 57.9 miles of track iwhich had heard the rumblings of small and large fiiught and passenger trains will no longer be an expectation. In a few months it will not even exist.

Last night, when engineer William Sweeney, of Massena, climbed back into the cab of diesel 8304 at Cornwall accompanied by fireman Tom Leonard; brakeman William Carson; conductor L.H. Phillips, all of Ottawa, and second brakeman William Forsyth, of Finch; he left in the wake five vacant and deserted railway stations, all reminders of an era that used to be.

Newington, Finch, Berwick, Crysler, St. Albert, Embrun, Russell and Edwards all waved good-bye to an old and dear friend. Many among the eight would miss that companion of 60 years and some were beginning to look worriedly into the future hoping its abandonment does not mean hardships. ‘

201 YEARS SERVICE

Five station masters with a total years service of more than 201 years took their fingers from well worn telegraphic keys, filled out their last reports, put on their coats, turned out the lights, locked station doors and walked away never to return.

J A Hebert spread the word along the line. Hebert, station-agent at Ottawa was the first to go when the 30 car freight pulled away at 8:30 p.m.

B.A. Campbell of Russell slammed his door shut next, then Noel Durocher at Embrun passed on the word to E.H. Dubois, who tapped it into Finch. The dit-dot-dashes then clipped along the wires to Cornwall where C.B. Thompson after 48 years with the New York Central railway, holder of the lines operating lease, was preparing to bid fond adieu.

This latter affable young-spirited native of Newington first came to the New York Central railway system in 1909. He studied the business at Santa Clara, Kildare, Dickinson's Centre and Black River, all in New York state.

He returned to his native Canadian soil in 1933 when he was posted to the Cornwall station, a post he was forced to shut the door to last night.

In an atmosphere of nostalgia and memories "Charlie" said good-bye to the rambling old building in which he had spent most of his "wide-awake" hours, during the past 24 years and also freshened old stories with friends like Percy "Bud" Alexander a retired 46 year man on the Grand Trunk Western who worked from 1910 until 1917 in Cornwall for the New York Central. Their combined years of service makes a remarkable 94 years.

Reminiscing, Charlie remembered way back when four speedy passenger and two freight trains clicked over the 57 miles to Ottawa, when passengers used to line up an hour before to get tickets.

FOR OTTAWA EX

"We used to do a terrific passenger business. Why during exhibition week in Ottawa I can remember when we used to run two special trains a day".

The grass started to grow between the rails of the winding, twisting track long before anyone ever thought last night would come.

It began with the motor age, the coming of the transport truck and the four-wheeled motor powered family car. Twenty years ago the line did a business in ticket sales to a tune of between \$1,800 and \$2,000 a month. Eight years ago if its passenger service brought in \$500 a month the railway was lucky. .

The first of a series of bootings fell on August 16, 1951 when passenger service was temporarily stopped. It was resumed in November. The company then decided to keep the passenger service operating on a six month basis.

The smoke belching engine would pull its limited coaches, sparcely filled with travellers, over the track at a 30 mile an hour limit, imposed because of the line's slowly deteriorating condition.

It was said of many you could jump out and run along beside the coach, sometimes even walk. On a hot summer day one could even jump from the train, snatch a handful of pretty flowers and reboard without difficulty.

But what was slowly becoming a toy died as far as passenger service was concerned on April 24, 1954. Its passing only raised slight protest.

The gigantic \$600,000,000 St. Lawrence seaway and power project decided the fate of the line. When news reached the company's ears that officials were planning to build a new bridge across the St. Lawrence river they asked to have the line discontinued. Their request was granted by both American and Canadian authorities.

What will happen to the 57 mile long, 90 feet wide piece of land no one knows. The Ontario Department of Highways has turned thumbs down on a suggestion it turn the right-of-way into a super-highway to Ottawa and the CNR has taken a hands off attitude as far as their taking over is concerned.

With its closing some 24 Canadian employees of the American railway must either be absorbed by the company, retire or look for other positions.

Already some have been given notices that their "services are no longer required." Others however have been told a place awaits them in the parent company with the understanding they move into the United States.

Still others, and this makes up a great majority, have chosen retirement. After 48 years of service most feel it is time to settle back and take it easy.

What will happen to the stations?

Company officials have indicated they will be torn down. The rail itself will be salvaged.

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".

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.

15/02/1957 Watertown Times New York Central

Ottawa Division Runs Ended by Two Trains

The last two trains to operate over the Ottawa division of the New York Central terminated at Messena last night.

The first train was a work train which had been removing surplus materials along the right of way and picking up maintenance of way equipment. This train was operated by Ottawa Division Engineer J.L. McGregor and Fireman J.L. Smith, both of Ottawa. One of the brakemen was an Ottawa division man, Milford J. Wyman, also of Ottawa. The conductor and other brakemen were furnished by the St. Lawrence division.

The last trip of the regularly scheduled freight train from Ottawa to Massena was operated by an all-Ottawa division crew. In charge of the train was L.E. Phillips of Ottawa. Brakemen were William Forsyth of Finch, Ont. and William A. Carson of Ottawa. The engineer on the final run was the oldest engineer on the division in point of service, William Sweeney, of South Main street, Massena. His fireman was Thomas Leonard of Eastview, Ont.

The only station to be left in operation on the former Ottawa division will be the one at Roosevelt town. The Central has not petitioned for the abandonment of the section of track extending from Helena to the Roosevelt town Bridge. According to local railroad officials, this station must be kept open until some further decision is made about its discontinuance. The present agent at Roosevelt town is Mrs. Georgette Voyeur.

The New York Central has track rights over the Canadian National Railway from Massena to Helena.

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.

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.

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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 Halifax, 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. Slaght, 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.

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.

18/03/1957

Cornwall Freeholder

New York Central

Rule NYC Employees Are Not Entitled to Compensation

The Board of Transport Commissioners, in a ruling announced today, holds that 34 New York Central Railroad employees who lost their jobs when the company's Ottawa - Cornwall line was abandoned are not entitled to compensation.

The company last December was permitted to discontinue service over 57.9 miles of track between Ottawa and the Canada - United States boundary near Cornwall.

The board heard last month the employees' appeal for compensation for loss suffered by the company's discontinuance of service. The 34, comprising 30 Canadians and 4 U.S. citizens, are engineers, firemen, conductors, trainmen, maintenance-of-way employees, telegraphers and clerks.

The board's opinion was written by Hugh Wardrope, assistant chief commissioner, who

presided over the hearings. Dissenting opinions were registered by Armand Sylvestre, deputy chief commissioner, and H.B. Chase, commissioner.

Although outnumbered two-to-one in the finding, Mr. Wardrope's prevailed since the

difference was a point of law and the Railway Act provides that the presiding officer's opinion carries in such cases. .

22/03/1957

Cornwall Freeholder

New York Central

Line Officially Abandoned

Signing of documents giving effect to the abandonment of the New York Central Railroad line where it crosses the St. Lawrence River to Cornwall was announced today.

On the U.S. side of the river, the railway has conveyed to the St. Lawrence Seaway

Development Corp. its right, title and interest to its line from the international boundary to a point south of the Racquette River bridge.

The corporation is the agency created by Congress to construct and maintain the U.S. portion of the St. Lawrence seaway.

Approval for the railway abandonment had been granted by the interstate commerce

commission and the Canadian Board of Transport Commissioners.

The Ottawa - Cornwall section of the line was abandoned Feb. 15.

23/03/1957

Massena Observer

New York Central

Rail Abandonment Becomes Official

The St. Lawrence Seaway Development Corporation, the Canadian Seaway Authority and the New York Central Railroad company today signed documents officially abandoning the Central's Ottawa division.

The ceremony took place in New York city. Although the official announcement by seaway officials failed to mention the price to the Central, it was believed to be in the neighborhood of \$2,250,000.

The Central gave the seaway corporation here its right, title and interest to part of the rail line from the international boundary to a point just south of Racquette River bridge, with an easement to use the rest of the trackage.

The Ottawa and New York Railway company gave the Canadian entity the same interest over the line from the boundary to the north side of Highway 2, known as Second street west, in Cornwall, Ont.

The announcement here said the "consideration" paid by the U.S. and Canada was "in

proportion to the savings made by each entity as against construction cost of the Polly's Gut railroad and highway relocation." Those savings were estimated at \$3,000,000 for the U.S. and \$1,450,000 for Canada.

Abandonment Netted NYC \$2,280,000

St. Lawrence Seaway Development Corporation officials have disclosed that the New York Central Railway Company received \$2,280,000 for abandonment of its trackage near Rooseveltown, NY, and from Cornwall to Ottawa.

The U.S. Corporation paid the NYC \$1,820,000 and the Canadian St. Lawrence Seaway Authority paid \$460,000. Payments were in proportion to savings achieved in each country through building a high level suspension bridge over the south channel of the river. This was an alternative to undertaking a substantial rail and road relocation project involving several smaller spans over Grasse River lock and Poley's Gut.

The U.S. Corporation claims a saving of \$3,000,000 through the change in plans while the Canadian Authority saves \$1,450,000.

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.

29/05/1957 Cornwall Freeholder New York Central Crysler

Crysler Protests NYC Railway Abandonment

The Crysler Chamber of Commerce has sent a letter to all parties concerned with the abandonment of the New York Central's Ottawa - Cornwall line, asking that either service be restored or roads in the area improved.

The Chamber feels that either the Canadian Pacific or Canadian National should take over the line and start service between Cornwall and Ottawa. Failing this, they ask that trucking service be improved through better roads.

In the letter sent to the Canadian Seaway Authority, the New York Central Railway, the Board of Transport Commissioners and members of both the provincial and federal houses, the civic action committee of the chamber "calls the trucking service to the itormont town "sporadic".

It also claims as much as "two-thirds of the shipments" given to truckers for delivery-in the area are received in damaged condition.

The letter notes that Crysler is 15 miles from Highway 31.

"Ten miles of this," the letter continues, "is poor gravel road which is frequently blocked by snow in the winter and is flooded and impassable each spring for a period of ten days to two weeks; "

The chamber says that many of the firms in the area have had private sidings on the New York Central and will have to take a smaller profit margin as a result of having to truck such products as coal, grain, cement and lumber to the town.

Turning to the report of the Board of Transport Commissioners on the abandonment of the line, the letter says "the report covered the additional transportation costs which the people of this area will have to pay in three lines."

The chamber feels the area communities will be penalized severely with respect to the acquisition of new industry. The letter agrees with the board, however, that the needed expenditure of \$9,332,000 by the Seaway for a new railroad bridge and approaches was not warranted in the light of the fact that the line had been losing money for the past several years.

"However, we had hoped," the letter states, "that the Board would recommend some alternative by which this railroad would be kept open since its closing will retard seriously the growth of a large area of Eastern Ontario."

Citing the outright purchase of approximately two miles of the New York Central line between the Roosevelt International Bridge and Rooseveltown the letter says the chamber feels the Canadian Seaway Authority "is morally obligated to view favorably our request and bring action upon it."

The letter is signed by S.L. Begg, president of the Crysler Chamber of Commerce; F.Bourdeau, councillor, the Village of Crysler and Kenzie McGillivray, reeve of Finch township.

Noting that both the cities of Ottawa and Cornwall were against the abandonment of the line, the committee says the Canadian Pacific or the Canadian National would gain a direct route from ships coming up the St. Lawrence Seaway to the nations capital.

In the case of Canadian Pacific it would give the railway "an alternate route into Ottawa" as well as the other advantages", the letter notes.

In the case of Canadian National the Chamber feels that the line would give the CNR "an alternate route to the Seaway area" as well as the other advantages mentioned before.

In any case the Chamber indicates that the trucking services as they are now constituted are not satisfactory and says that they necessitate the drivers waiting at destinations while goods are checked, no claim being allowed otherwise;

While the line was officially abandoned last February 15, no move has been made yet to tear up the tracks or remove signals and other equipment.

In its application to abandon the line the NYC noted that it had been losing "hundreds of thousands" of dollars annually, on this portion of its track. Formerly the line had a profitable passenger service between Ottawa and St. Helena, NY.

A recent announcement in the U.S. press indicates that the railway was paid \$2,280,000 for the abandonment of the 57 mile line.

For the past few years the line has been under a 30 mile per hour limit due to the condition of the right-of-way.

At one stage shortly after the abandonment was announced, there was speculation that a Cornwall to Ottawa highway would be built on the right-of-way. However officials of the provincial Highway Department have stated they are not interested in the 57 mile long stretch of property.

Dismantling of Rail Line is Protested

City council last night approved unanimously a motion to protest the dismantling of the former New York Central line between Cornwall and Ottawa.

The Industrial Committee will make a personal visit with officials of the Canadian National Railways to protest.

Alderman Stanford said that: "We have been informed that CNR intends to dismantle the line for salvage. We stand hard to lose if this program is carried out," he said.

"Our main reason for protesting is that CPR freight from the west has to go way east of here, be transferred and sent back. Also there is the remotest possibility the CPR may have some trouble keeping their present line in operation here," he said.

"The freight rate difference is fantastic. One Cornwall industry is paying \$200,000 a year

because of this difference. This firm is so worried it is seriously thinking of moving section of plant elsewhere for better rail facilities," he explained.

"We can't really say we are being serviced by two rail lines. Part of our planning with regards to port facilities depends on this line to move freight north into the Ottawa Valley," he said.

08/06/1957 Cornwall Freeholder New York Central

Work Crew Starts Removing N.Y.C. Tracks

Two Gangs Tear Up Old Line

A 100-man C.N.R. work gang began the task of tearing up steel on the abandoned New York Central Railroad just south of neighboring Crysler this morning.

Irate residents of Crysler, Berwick and Newington, towns formerly serviced by the line, are reported to be bitter over losing their only railroad - though rumours originating out of that area hint that C.N.R. plans to lay heavier steel in place of the rails being lifted. According to the rumours, C.N.R. plans to replace the rails and operate a line through the district.

Last train over the 57.9 miles of track was at 6:45 p.m. on February 14. Prior to that, the line had been in operation for sixty years. It serviced the communities of Newington, Berwick, Crysler, Embrun, Russell, and Edwards and was constructed in 1897 largely through the efforts of two prominent politicians of that era, Joseph Kerr and Dr. Darby Bergin.

The line was purchased by the C.N.R. just a few weeks ago. C.N.R. officials announced at the time that they planned to tear up the rails and use them elsewhere.

Plans for tearing up the line call for two work gangs to take part in the project, with one force working from Crysler to Cornwall and the other from Crysler to Ottawa. Crysler is the halfway point between the two cities. The job is expected to take several weeks to complete.

A 20 car work train with a derrick and 100 men arrived in Crysler yesterday afternoon.

The train was first to go over the line since its official close, but it is believed that worktrains will be operating on the line occasionally from now on, as the steel is removed to C.N.R. property in Cornwall and Ottawa.

The work train is one pulled off the recently completed C.N.R. division line west of Cornwall, which rerouted the line for the St. Lawrence Seaway Project. It contains sleeping and boarding accommodations for the force, most of whom are from Cornwall. It is not thought that any local labor will be employed on the project.

The second gang, which will work on the Ottawa half of the project, is expected to arrive in the area shortly.

Good railroad ties are also being salvaged and will be taken to Cornwall along with the steel.

Many of the linesmen and station agents employed on the line have since been given employment with the New York Central in Quebec province and in U.S. points.

E. Dubois, former agent of Crysler, is now employed at Chateauguay, Que., while Noel Desrosiers, formerly of Embrun, is now agent at Massena.

10/06/1957 Cornwall Freeholder New York Central

Protest Track Removal But CNR is Adamant

Protest mounted today as the CNR continued the job of dismantling the 57-odd mile NYC track between Cornwall and Ottawa.

A last minute appeal by a delegation of city councillors to stop dismantling of the line for scrap purposes failed.

The delegation met with CNR officials Wednesday at Montreal. They were told that the CNR had already begun the job of demolition and they intended to continue.

They squashed any rumors that the CNR intended laying a new and stronger track, stating that: "If, in the future, there is enough traffic to warrant the laying of a new track we might consider it. But we have no intention of reopening the line now.

When we bought it we purchased it purely for scrap and nothing else.

"We believe Cornwall is being well serviced by present railway operations in the area and that the present track can meet any of today's business," the delegation was told.

The CNR purchased the line and the right of way a few weeks ago. They put a 100 man work gang on the job of ripping up the old track, laid down in 1897 largely through the efforts of Joseph Kerr and Dr. Darby Bergin.

Last train over the 57.9 miles of track was at 6:45 p.m. on Feb. 14. Prior to that the line had been in operation for sixty years. It serviced the communities of Newington, Berwick, Crysler, Embrun, Russell and Edwards.

All of these communities have bitterly protested first the relinquishing of the line by the NYC and now the dismantling of the track by CNR.

Rumor Saturday through the 57.9 mile area was that a new track would be laid. This was squashed by the CNR.

Cornwall's industrial commissioner William Coventry told the Standard-Freeholder this morning the loss of the track will be a "serious" blow to future industry and also to Cornwall's plans to become a gateway to Eastern Ontario.

"We require this track for our future docking facilities. It supplies us with a direct route to all those lines going west," he pointed out.

Alderman Stanford explained that the CNR's refusal to discontinue demolition was more or less a direct stand.

"They just told us they were going to continue to rip up the track and that was all there was to it," he said.

Small communities serviced by the track claim they face hardships, mainly in transportation of important goods to and from the area.

Hardest hit are fuels, mail, package and large freight.

Many Sad as Old "485" Makes Last Daytime Run

By Cliff KnappStaff Reporter

Engineer Glen White pulled his huge frame up into the cab of old steam engine 485. A second later his round, pleasant face smiled down through the open window.

"Better climb aboard" he grinned good naturedly, "We're five minutes late now - don't want to make the last run behind time".

Several passengers and a couple of interested photographers then climbed aboard the Kingston and Pembroke's single passenger car for a final ride on the railway line that began operation in 1876 between Kingston and Sharbot Lake.

To the people passing on Ontario Street Saturday morning there was nothing unusual about old 485. Every morning (except Sunday) for a generation or more she has waited in much the same way. The freight car was loaded, the mail car was squared away, and the small handful of passengers filed aboard the passenger car, usually located at the end of the train.

But to the people on this trip there was something different. One could sense the historical significance of the run.

Railway officials point out that while Saturday marked the last regular daytime run of the K and P the night service will still carry passengers as well as freight --- but no mail. The night train will leave 8.30 DST as in the past.

At 11.30 a m (only five minutes past the scheduled time) the whistle screamed its farewell, the steam forced its way into the cylinders, and the tired wheels of 485 began rolling for the last time toward Sharbot Lake.

At the freight yards near Anglin's coal dock the train jerked to a stop to allow brakeman H. J. Coyle to jump off. Mr. Coyle came into Kingston from Sharbot Lake on the early morning freight run. As the freight run will continue Mr. Coyle's job will not be changed, as will the jobs of the actual crew members.

Once again the engine tugged forward and the small train started down the single track, hissing and puffing and continuously swaying from side to side.

* * *

With clack, clack, clack ticking off the track sections toward the first stop, Glenvale, the passengers restlessly settled into their leather-covered seats. The wide open doors at either end of the car allowed a steady stream to play through the 80-degree temperature.

Conductor G. Gill appeared from the mail car immediately in front of the passenger section and swayed down the aisle, pausing here and there to punch a ticket. At the end of the car he pushed his hat back, wiped the perspiration from his brow and sat down at a special work table at the end of the car.

How did he feel about the last run? He was sorry to see the train being discontinued he admitted. In his eleven years with the line he had grown to like the picturesque run. He had many friends along the way, mailmen, store owners and farmers.

"I think the run would have paid for itself if it has been advertised properly", he said in deep tones, making it quite apparent that he had given a great deal of thought to the statement.

"The summer run would have been ideal for picnickers", he continued. "The train stops at Tichborne at 12.15 on the way to Sharbot Lake and again at 3.15 on its return to Kingston. Any Kingston family wishing to escape the city heat could spend these three hours swimming and resting the shade in the beautiful Tichborne countryside".

He paused for a moment, shook his head, and bent down over his work without further words.

Some of the younger passengers darted about, unbothered, up and down the aisle. Two or three of the older ones stepped back on the observation platform, taking full advantage of the cool air that rushed through the open end of the car. They gazed back over the tracks and watched the beautiful green countryside disappear behind them.

Perhaps the most colourful of the passengers was Thomas Roberts. Mr. Roberts, who lives at 94 Sydenham Street in Kingston, was retired a year ago last April after serving 32 years at the CPR roundhouse in Kingston. Claiming to me [be] the last one of the old gang out at the shop. He said he could recall working around engines from the Kingston and Pembroke run a good many times in his 32 years with the company.

The very congenial and versatile Mr. Roberts then, tired of talk, pulled out a colourful "squeeze box" and shortened the miles by playing and attempting to sing several numbers which an old song with the words ---"the run away train came down the track, parlez vous...etc". The crew and the passengers joined in some of the more popular selections.

As the journey ended everyone agreed that Mr. Roberts, who had come along on the last trip "for sentimental reasons" had added a great deal to the spirit of things.

Mr. Roberts was not the only one to take the last ride simply because it was the last ride. Howard Dixon of Sunbury and his brother Denzill who teaches accounting at Kingston Business College had promised their children that one day they would ride the K and P to Sharbot Lake.

"This was the time," they laughed.

Tommy, 13, Trevor, 11, and Steve, 7, --- all Howard's children ---, as well as Denzill's six-year-old Dennis, all seemed to be enjoying the trip.

Dennis' older brother, Paul, was busy playing Little League Baseball on Saturday, but was promised a ride on the Sharbot Lake to Pembroke run at a later date. Mrs. Harold McEwen, wife of a section man operating out of Tichborne, along with her daughter, Gail, was also along for the last ride.

When asked her thoughts on the closing down of the Kingston to Sharbot Lake run, she answered very quietly. "It's going to be terribly hard on the women along the way. They used to take the train to Kingston on market day."

"I've more or less relied on the train for the past 17 years," she said. "I'm going to miss it".

This seemed to be the feeling of all the passengers. Although one elderly little lady from Toronto who declined to give her name left some doubt.

Sitting majestically erect in a deep purple dress and a hat with a veil, she snapped out her words: "I used to travel over this route 50 years ago. I was born in this area and I used to travel to and from Kingston many times. The service is just the same now as it has been for the last 50 years, If the company had catered a little more to the public we wouldn't be making the last run now."

Although she didn't say it, a tear moistened her sharp old eyes showing that she was perhaps more sorry the K and P had ended its days. Neither did she explain she was down form Toronto on the old train's last run.

A sharp blast of the shrill a sudden slowing down announced that the train was making the first stop. Glenvale was very quiet. A small bag of mail was picked up and two passengers climbed from the train. Mrs. Mary Beckingham and her son, Peter, had come up from Kingston to visit her sister, Mrs. James Richards, at Glenvale.

She revealed though that she timed the trip to coincide with the last run. As she waved to the crew from the platform the train moved forward into a cloud of white steam toward Harrowsmith.

When 485 shunted to a stop at Harrowsmith, another passenger, Mrs. Lester Snider, of Victoria Terrace, Montreal Street, hurried off the car to the tune of "Let Me Call You Sweetheart", played by Mr. Roberts on his accordion. Mrs. Snider planned to spend Saturday with relatives. She agreed that the train had been convenient and said she was sorry to see it go. She stood for several seconds on the platform as the train disappeared down the track.

So old 485 continued toward its destination, past Hartington, past Verona, stopping at these places only long enough to say hello to one or two store keepers and to pick up the mail.

At Godfrey the train stopped to let Mary Elizabeth Hickey off. Miss Hickey works at the Tiny Tots Nursery in Kingston and rode to Godfrey to visit her parents. This pretty young woman's only comment at the discontinuance of the passenger service was: "It's awful".

The passengers were allowed to get off the train to stretch at the next stop, Tichborne. They stretched and stretched and stretched.....for three-quarters of an hour while the train took on coal and.....[available text ends here]

Photo caption :

CONTRARY to some reports, the K. and P. railway, which runs from Kingston to Renfrew, is not closing down, but on Saturday it made its last daytime passenger run, Kingston to Sharbot Lake. These pictures show incidents of what was "the last trip" along the line below Sharbot Lake. Top: Engineer Glenn White waves goodbye from his engine cab. Centre, left, how Kingston looked from the cab as Engine 485 started its "farewell" journey and centre right, gay tunes are provided by Thomas Roberts, who retired last year after 32 years at the roundhouse here. Bottom, the train crew, from left, J.Lawless, G. Harris, E. Degracey, Engineer G. White, Conductor G. Giff and C. Orr

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, exprss, 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 Shatbot 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. WJ. 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 highgrade ballast was used.

24/07/1957 Cornwall Freeholder Kingston (CN) Cornwall

Removing Old Railway Line

Title Work started this week on removing the old Canadian National Railway line between Cardinal and Cornwall. This track is located adjacent to and north of the St. Lawrence River in the area that will be flooded next year for Ontario Hydro's St. Lawrence power ... The section of track being removed is in the Mille Roches area where Cornwall dyke, which is a part of the power project, crosses the old line in three places (Photo Ontario Hydro)

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.

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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From Bruce Chapman - this would be train #83.

24/09/1957 Cornwall Freeholder New York Central Cornwall

South Channel Bridge Removal a Major Job

A mammoth dismantling job faces St. Lawrence seaway workers in the razing of the steel

bridge across the south channel of the river between Cornwall and Massena, N. Y.

One of three in the international system, the bridge is composed of three spans which

connect Cornwall Island and New York State. The spans and connecting piers must be removed from the south channel by July 1, 1958 to allow 14 foot navigation on the seaway route.

A ferry, the John J. Walsh, is being refitted to supply service from the island to the mainland until the new high level bridge is completed.

Remove Centre

Col. Loren W. Olmstead, district engineer for the U.S. army corps of engineers, said today

that if the contractor, the American Bridge company, continues with present plans, the centre span of the old bridge will be removed first and floated on barges to shore. He added however, that the company's plan could be changed before the actual work starts.

Colonel Olmstead said that first the workmen will remove the heavy planking and the hand

rails on the bridge to lighten the weight. Then two barges will be swung under the centre span and two cribs or towers will be built up about 35 feet on each barge to the "floor of the span," until the bridge section is resting on the four towers. As these cribs are being built up, strengthening trusswork will be constructed under the span.

Next the centre portion of the bridge will be loosened from the ends, and the barges will be

allowed to slip downstream carrying the span into the shore east of the south approach to the bridge. There a derrick will be used to swing out and dismantle the bridge section, loading the pieces on waiting rail cars.

Once the centre span is dismantled, the entire process will be repeated to remove the north span. The remaining section on the New York state side will then be dismantled by the derrick.

This portion of the bridge will not interfere with the shipping lane in any way and Colonel

Olmstead pointed out that there will be no rush to remove the section.

The removal of the north pier in the middle of the channel will proceed as rapidly as possible in order to clear the channel for shipping by July 1, 1958.

Colonel Olmstead said that the American Bridge company plans to bring a floating plant for

the operation of the bridge site this fall. This will enable the contractor to get to work without waiting for the canal system to open in the spring. It is anticipated,

Colonel Olmstead said, that the barge on which the bridge sections rest will be moved by winches.

Actual work of dismantling the structure will get underway Feb. 1, 1958.

The current in the river at the point where the bridge is located runs at about eight miles an

hour, as fast as any portion of the river in which the corps and its contractors are working.

The anticipated bridge operations is reminiscent in some ways of a part of the first work on

the St Lawrence power project, when a temporary bridge was swung out into the current at Hawkins Point, to provide transportation to Barnhart Island until the permanent bridge could be completed.

The corps working as supervising engineers for the St. Lawrence Seaway Development

Corporation, and one of their contractors, Merritt Chapman and Scott are faced with a second difficult operation in the river just below the Roosevelt town bridge.

Here the original centre span of the bridge, a twisted mass of iron, is lying directly in the seaway channel.

This section of the bridge collapsed in 1898 on the day that the bridge was completed and

the wreckage must be taken out. It is figured that the top most piece of the wreckage is lying about eleven feet below the surface of the water in the eight mile an hour current.

Colonel Olmstead said he did not know what method the company is planning, to use to bring up the steel.

Sunken Bridge Span Defies Salvage:Tries

Thick-Cables Snap Twice in Operations

An all-out:effort.to pull 500 tons of steel from the south channel of the St. Lawrence river so far has met with failure.

The 500 tons of steel is what remains of a bridge which one time spanned the south channel. Fifty-nine years ago this month two sections of this span tumbled into 35 feet of water carrying 14 workers to their death. Seventeen others were seriously injured.

Today, Captain John L Tooker, an amiable New Yorker who for the past 45 years has been climbing up the ladder of success in the salvage world, is attempting to hoist the spans from the river bottom. He has met with little luck to date.

Capt. Tooker, who is head of the consulting firm of John I Tooker Incorporated, is working with the Merritt, Chapman and Scott salvaging company. His job is to supply the know how to a tricky job.

Mysterious Task .

In explaining his difficulty with "this job," the captain explains that: "She's not the toughest job I have tackled but certainly the most mysterious. You just don't know where you are at.

"We should be able to pull that bridge out with a 170-ton pull. However, the bridge is so imbedded in the river bottom by rocks and muck that right now we are pulling with 320 tons."

In other words, the captain is having a tough time carrying out his job added to his woes is the fact the spans are lying east and west in the river instead of across from bank to bank.

The captain adds that as for sending a diver down to slice the bridge into pieces, "that is out of the question. River currents and other obstacles make it far too treacherous for a diver."

Singing like canaries are two mighty cables both two and a half inches in diameter. They

are attached to the bridge, one 50 feet from one end and the other very close to the centre. One cable is 900 feet long. In all, there is close to 180-ton pressure on each cable enough to make anything sing.

2 Cables Break

Two cables, both half inch in size, have snapped under the extremely heavy pressure.

However, the captain thinks that this time "we've got it."

The giant structure has already been moved along the river bottom some 100 feet and pulled almost 30 feet to the surface.

However, according to the captain, "getting her the rest of the way is a tough job"...and the captain should know.

Captain Tooker learned his trade from his father, working side by side on the docks of New

York. He climbed steadily up the ladder of success in the salvaging world until today he is an acknowledged authority in his line. Highlights of this career-have included the raising of the French troop ship, the Normandie which:caught fire and sank in New York harbor and being the first volunteer to arrive at Pearl Harbor.

Lifting of the giant structure from the bottom of the St. Lawrence river is necessary if shipping is to be allowed free passage through the south channel.

"It is necessary...and it will be done," said the captain.

To Seaway Agencies: Sale of Bridge Said Imminent

The Standard-Freeholder learned today sale of the Roosevelt International Bridge Company, Limited, to U.S. and Canadian seaway agencies will be completed within two weeks.

Although no sale figure is available yet, it is understood that acquisition of stock, the final stage of negotiations is almost completed.

The bridge is being purchased by the U.S. Seaway Development Corporation and its Canadian counterpart, the Seaway Authority. These two bodies will take over levying of tolls and maintenance.

Present owners acquired the bridge rights in 1949 from U.S. interests, the Flynn Corporation of New York City.

The operating company was headed by the late Mayor Aaron Horowitz as president.

Built in 1898

The bridge itself was built in 1898. It was opened for vehicular traffic in May, 1934.

It has also been disclosed that a new Canadian customs building is to be erected and in operation by May 15, of 1958.

The American customs will operate from nearby offices, but the work of actual examination will take place from a trailer until suitable custom offices can be erected.

Traffic will be taken across the south channel of the St. Lawrence river by ferry, recently acquired for the purpose. Traffic will be diverted along the Uskan road, on Cornwall Island while the ferry is in operation.

In the meantime, work on a new south channel span across to the St. Lawrence river is continuing towards its completion date of November, 1958. The substructure of the \$7,000,000 international bridge is being constructed by Canada and the superstructure by the United States agency.

The latter hopes to begin work sometime next spring.

The old south span of the Roosevelt International Bridge will come out in the spring.

Because of this the seaway entities have been forced to press into a service of a ferry system which will be in operation between the time the old span is removed and the new bridge is completed.

What new tolls, if any, are to be levied and how the international bridge will be staffed are questions whose answers may come out in two weeks.

It is also expected plans will be announced soon for a high level suspension bridge which will replace the north span of Roosevelt Bridge: Soundings have been taken recently along Brookdale Avenue where the bridge approaches will be built.

The bridge will cross Cornwall canal and the St. Lawrence river at the foot of this street which runs parallel to Howard Smith Paper Mill property.

Earlier this year, it was revealed tenders for the new north span might be called for before the end of 1957.

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.

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Mystery of Bridge Disaster 59 Years Ago Near Solution?

A 59-year-old mystery may soon be solved!

On September 6, 1898, as workers busted themselves pulling away falsework for the nearly finished south span of the Roosevelt International Bridge, the structure suddenly gave way sending workers, steel and stone hurtling into the river below. Seventeen men lost their lives in the tragedy.

In reporting the event the Cornwall paper of that day said: "Although many possible theories have been given as a reason for the collapse of the pier, the cause of the wreck remains a mystery. The piers were sturdy construction and should have carried the weight of the bridge."

Half Removed

Now, 59 years later, a salvage crew has wrested half of the wreckage from its resting place and in doing so may have unravelled the 59 year-old mystery.

Saturday morning workers for the Merritt, Chapman and Scott salvage company hauled to land a large portion of the bridge which for the past two weeks has thwarted all attempts to pull it loose.

Captain John L. Tooker, who has headed the salvage operation, said that such was the pressure two giant cables snapped like "yo-yo" strings.

"We should have been able to haul it out with 170-ton pressure. Instead we now have 180 ton pressure on each cable."

Still buried in the muck and stone which has held tight to its prize, is the other half of the structure. It lies east and west in the river bottom and must be removed to allow shipping in the south channel a clear passage.

Reports are this latter hunk of metal and cable will not be touched until the present hauled-out portion has been broken up and taken away.

A company spokesman told The Standard-Freeholder: "We are not sure whether the bridge broke in half when it collapsed, or whether it snapped from our pulling."

He would not say whether weak metal could have caused the collapse in the first place, another possible explanation for the mystery which may soon be solved.

Bridge Purchase Announced Today

Purchase of Cornwall International Bridge Company Limited, operators of the Roosevelt International Bridge, since 1949, was disclosed today in a press release from the St. Lawrence Seaway Development Corporation.

The release reveals that all shares of the bridge company have been acquired by the U.S. seaway entity and its partner, the St. Lawrence Seaway Authority of Canada.

No price was revealed in the announcement, nor was there any indication of a change in the toll levy.

It disclosed, however, that the two seaway entities will share equally in ownership and operation of the bridge company. Directors named include: for the St. Lawrence Seaway Development Corporation: E. Reece Harrill, comptroller; B.T. Jose, deputy-comptroller; Charles M. Trammell, general counsel; for the St. Lawrence Seaway Authority: John Lessard, comptroller, and L.A. Couture, counsel.

The former owners of the company acquired their rights in 1949 from U.S. interests.

President of the company was the late mayor of Cornwall, Aaron Horovitz.

The bridge itself was built in 1898 and opened for vehicular traffic in May, 1934. On

February 15 of this year railway traffic was halted when permission was granted by the Canadian Board of Transport Commissioners and the Interstate Commerce Commission of the United States to abandon the operation. Service was supplied between Helena, New York and Ottawa.

The present South Channel section must be removed and a new high-level bridge constructed to provide the requisite 120-foot overhead clearance for navigation in the Seaway channel.

The high-level bridge is being constructed by the two seaway entities, the U. S. constructing the super-structure and Canada the sub-structure. This bridge will cost some \$7 million and will provide a two-lane highway and a walkway for pedestrians. It will have no railroad right-of-way.

Beginning about April 1, 1958, temporary ferry crossing facilities will be provided between the U.S. mainland and Cornwall Island so as to assure uninterrupted traffic over the international crossing.

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 69 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.

..As were many other train-buffs in the Ottawa area.

29/10/1957 Cornwall Freeholder New York Central

Sunken Bridge Salvage Work Completed by American Firm

Twisted, sunken south span of the original Rooseveltown Bridge prevents any sonic

sounding equipment from locating additional sections which may be left on the bottom of the St.Lawrence River. The spans are so twisted, it was said that it is impossible to reconstruct, even mentally, the structure, to see if it is all accounted for.

The job of removing the sunken bridge portions was completed this week well ahead of

schedule by the Merritt, Chapman and Scott Company. Capt. John J. Tooker was consultant during the work, while Capt. Pat Ryan was engineer, and Scotty Owen superintendent.

The men reported that chains found woven in the wreckage indicated previous salvage

attempts were made by the original bridge company. Engineers who have accomplished the job said if there are any small pieces of the bridge remaining, they will be picked up by the dredge, the M. Sullivan

The Sullivan is one of the big dredges engaged in channel work near Rooseveltown, and will work its way up-river, covering the area in which the wreckage lay. Capt. Tooker stated that the job took 34 days, and was accomplished in a much shorter time than was thought possible.

16/11/1957 Cornwall Freeholder Kingston (CN) Cornwall

Protest CNR Reopening NYC Tracks

A Canadian National Railways request for approval of CNR use of the former New York

Central Railway trackage and right-of-way between the city and Cornwall Junction set off a wave of protest at the November meeting of city council.

A letter from the CNR noted that a federal Order-in-Council had approved reconstruction

and rearrangement of the tracks and that it was planned to operate engines and trains over the tracks at some future date. Cornection would be made with the new double track main line.

The company sought approval of the city for its passage, in lieu of the NYC.

"It is quite possible that no actual use will be made of the track over these roadways for some time unless some industry decides to locate in the vicinity and requests delivery of supplies to it," wrote W.E. Griffiths, chief engineer.

The roadways referred to are Toll Gate Road and relocated No. 2 Highway.

Several members of council were outspoken in the opinion that the matter should be referred to the city solicitor and others should be considered. It was decided the matter would be referred to the city engineer, city solicitor and the plaming board for study.

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.

Railway Asks Permission to Build Spur

Canadian National Railways wishes to create a spur in its trackage in the Toll Gate Road area which would allow speedier deliveries to be made to any industry that might be located here.

In a letter presented at last night's meeting of Cornwall Planning Board, the railway pointed

that it was quite possible that no actual use would be made of the track, which would pass over existing roadways, for some time unless some industry decided to locate in this vicinity and requires delivery of supplies.

The letter states that the former New York Central line from Cornwall to Ottawa was purchased by CNR in April. _

That company had previously been given permission to abandon the complete line by the Board of Transport Commissioners and had actually ceased train operation in February, 1957.

Following the purchase, the tracks and bridges were removed off the entire line apart from short portions at both ends. CNR now wished to resume using the tracks for the movement of engines and cars.

The New York Company had been given permission by the board to construct its railway across all then existing public roadways.