

# Local Railway Items from Ottawa Papers - 1958

**Monday**      **03/03/1958**      **Ottawa Citizen**      **Lachute**      **Masson**

Five teenagers injured as car smashes train.

A 19-year-old Ottawa youth was seriously injured when a car carrying five teen-age people from Ottawa slammed into a train at Masson shortly after midnight Saturday (1 March)

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Crew of CPR engine No. 2609 was engineer L. Hamel, 1012 Church Street, St. Martin, Que.: fireman Gerard Vachon, 202 Carruthers Avenue, Ottawa and conductor G.O. Racicot, 966 Champagna Street, St. Vincent de Paul, Que.

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From Bruce Chapman. Got out the oldest Ottawa West shop dispatch book, which started April 19th, 1958, and 2609 is nowhere to be seen. This March 3rd, 1958, may have been its swan song for Ottawa.

**Thursday**      **13/03/1958**      **Ottawa Citizen**      **New York Central**      **Ottawa**

Demolition and removal of NYC freight shed and offices.

<http://news.google.ca/newspapers?id=6cgxAAAABAJ&sjid=WOMFAAAAIBAJ&pg=1697,2510844&dq=railway++railroad++train++cpr++cpr+-bride&hl=en>

**Wednesday**      **09/04/1958**      **Ottawa Citizen**      **New York Central**      **Ottawa**

With Picture

The coal sheds on Hurdman's Road at Mann Avenue have been a landmark for more than 25 years, but for the most of this time they have not been very eye-pleasing. Now they are to come down in the interests of progress in highway transit. The Hugh M. Grant Ltd. crane is seen removing a huge coal trestle beam preparatory to removal of the coal shed. These structures - originally owned by the now defunct New York Central Railway, later acquired by the CNR, and now owned by the FDC - have served several Ottawa coal firms through the years.

At the nearby site of the New York Central Railway's office and freight shed, Nicholas Avenue and Mann Avenue, the Industrial Demolition Company will begin to carry out demolition operations this week. When the whole building-removal project is completed at this point in the city in early summer a start will be made on a huge overpass and multi-lane road-way system which will link Nicholas Street with Hurdman's Road.

**Monday**      **14/04/1958**      **Ottawa Citizen**      **Kingston (CN)**      **Morrisburg**

13 cars jumped tracks fouling rail service.

MORRISBURG The Montreal-Toronto line of Canadian National Railways was reopened late Sunday afternoon after being blocked most of the day by the derailment of a westbound freight train.

Thirteen freight cars left the tracks a half-mile east of here. No one was injured.

They were expected to be completely cleared by tomorrow morning.

The derailment occurred one-half mile east of the CNR station here at 9.45 a.m. Sunday.

Passengers on the morning Montreal-Toronto train left it at Morrisburg and were taken to Brockville by bus. In the afternoon, passengers on the Toronto-Montreal train got off at Brockville and went 100 miles by bus to Coteau Landing Quebec to make connections.

**Thursday**      **17/04/1958**      **Ottawa Citizen**      **Alexandria**      **Ottawa Terminal**

C.N. begins railways moving plan.

First phase of the far-reaching railway relocation program under the National Capital Plan has been completed. This phase, planned in 1947, launched in 1950, has been completed two years ahead of schedule.

At 10 a.m. Monday, Alan K. Hay, FDC general manager, will formally present to CNR officials the key for the new CNR local freight terminus on Russell Road at Alta Vista Drive.

Announcement of the above was made at a joint FDC-CNK press conference late yesterday afternoon.

Over the weekend, without interrupting its customer freight service, the CNR will move out of its 50-year-old local freight office and sheds on Besserer Street in the Union Station area. The CNR will be ready for freight business in its new location Monday morning.

The FDC has recommended to the CNR that the old Besserer Street freight facilities be demolished as soon as possible and 1.5 acres of land they now occupy be made available as metered parking space for Union Station patrons. Accommodation for parking 160 cars could be provided by such action immediately east of the Postal Terminal.

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delivery trucks from the traffic congested area around Union Station where the CNR has been loading and unloading 50 freight cars daily.

Cut Unloading Time

As well, the new terminus will provide much quicker handling of local freight. The time to spot cars on the team tracks at the old terminus for direct unloading to trucks will be reduced by several hours.

The Besserer Street terminus was built in 1909 by the old Canada Atlantic Railway, which was incorporated in the CNR in 1923. The old freight sheds were built in 1919, following destruction by fire of the original sheds in that year. By 1953, CNR through freight trains were by-passing the urban area to the south on a new rail belt. In 1955, the CNR transferred its freight marshalling operations from the old Bank Street yards to the new Walkley Road yards on the Capital's southern fringe.

The right-of-way of the old CNR crosstown tracks was then made available for a start last fall on the construction of the Queensway, a \$31,000,000 east-west limited access highway across Ottawa. This was the first conversion of railway right-of-way highway purposes under the Jacques Greber master plan for the National Capital.

**Friday**      **17/04/1958**      **Ottawa Citizen**      **New York Central**      **Ottawa, Mann Avenue**

Used Lumber

Good Used Lumber for Sale

Apply at New York Central Railroad Building, cor. Nicholas and Mann.

Industrial Demolition Co.

**Tuesday**      **22/04/1958**      **Ottawa Citizen**      **New York Central**      **Ottawa**

With Picture

Another Eyesore Disappears

The old freight shed of the now discontinued New York Central Railway, Nicholas Street and Mann Avenue, is being demolished. The city recently bought the NYC property - terminus of its abandoned Ottawa - Cornwall line to make way for the new Queensway. An overpass from Nicholas Street, over Mann Avenue, will lead to Hurdman's Bridge speeding up Nicholas Street traffic.

Another Familiar River Landmark Starts to Vanish

Another familiar landmark is now being removed from the St. Lawrence River scene.

One unit of this landmark, the 60-year-old south span of the Roosevelt International Bridge, was removed yesterday. The two remaining units will disappear in the days and weeks to come.

When seaway engineers first envisaged a seaway channel linking the Great Lakes with open water and capable of servicing large ocean-going vessels, they found many obstacles in their path.

One of these was the old south span of Roosevelt Bridge, a link joining Cornwall Island and the American mainland.

Now as the seaway project nears completion this link is severed and a new \$7,000,000

suspension bridge is rising just west of it to take its place. Where the old bridge did not have enough head clearance for larger ships, the new one is designed to provide clearance for the biggest vessels which will be using the new seaway channel when 27 foot navigation goes into use in the spring of 1959.

Both projects, the removal of the old bridge and the erection of the new, are being carried

out by workmen of American Bridge, a subsidiary of United States Steel Company of Cleveland, Ohio. Just north of where they are working a fleet of giant Euclid earth movers and other heavy machinery is being used to deepen the seaway channel where it skirts the south shore of Cornwall Island.

Ferry In Operation

Traffic between Cornwall Island and the American mainland meanwhile flows across the south St Lawrence channel on the 34-car ferry boat John J. Walsh. The Walsh, purchased last summer by the U.S. Seaway Development Corporation went into service in April and will operate until the new bridge is completed late this fall.

Lieutenant Fred Aron, of the United States Army Corps of Engineers, resident engineer for the dismantling and removal of the south span of Roosevelt Bridge, was the man in charge of yesterday's project.

The bridge built in three sections, each 368 feet long and weighing 553 tons is to be removed section by section and dismantled.

The north section was the one removed yesterday. Months of preparation had gone into the job and removal was carried out without a hitch.

To the bystander watching the scene it appeared to be a hazardous undertaking. Half a dozen workmen scampered about on the section's superstructure as final preparations were made to free it from the cement piers. The smallest error in engineering could have cost their lives.

Two large flat-bottomed barges were used to transport the massive steel span once it was wrenched free. A steel falsework platform mounted on the barges acted as a base for the section and huge hydraulic jacks slowly transferred the immense weight from the bridge piers to large, flat-bottomed vessels.

Starts to Move

A few minutes before 11 a.m. everything was ready and the section of bridge, now balanced on the barges, began to creep slowly out into the river.

Had the engineering not been well done, the whole unit could have plunged into the river carrying with it a work crew of more than a dozen men. It was a perfect take-off, however. Three giant cables anchored in the river, west of the bridge and connected with winches on the barges, provided the motion power.

The delicately balanced assembly was winched 200 feet out into the river. Then a forth

cable came into play. This one was anchored to a "deadman" - steel piling driven into the ground located on the American mainland just west of the bridge approaches. The forth cable drew the assembly alongside the south pier.

Here it was lowered onto a platform built parallel to the south bridge section and using the two southern piers as part of its support.

Workmen, using a crane from atop the south span, will completely dismantle the unit.

Meanwhile the centre span will be loaded on the twin barges and made ready for transfer to the dismantling area. The south span and crane will be dismantled last.

The old bridge was erected in 1898 by the old New York and Ottawa Railroad Company.

Two of the spans dropped into the river in September of that year taking 17 lives and injuring 15 others. The tragedy occurred when one of the cement piers, acting as a support for two of the spans, crumbled while workmen were nearing completion of the project. The pier was replaced and work went on. The bridge was completed later that year.

It was used solely as a railroad bridge by the New York and Ottawa and later by the New York Central until the mid-1930s when it was planked and motor vehicle service was introduced.

Centre Unit of Bridge Is Removed

The centre unit of the south span of Roosevelt International Bridge was successfully removed yesterday afternoon despite a driving rain storm which presented an additional hazard to the already hazardous undertaking.

Like the north section of the structure removed on Tuesday the work was carried out by a crew of American Bridge Company workmen, using twin barges laced together with a steel framework platform.

Unlike Tuesday's operation, however, yesterday's move saw workmen swing the giant span eastward into the river. It was brought up on the east side of the south section. Now all three sections of bridges are sitting parallel to each other near the American shore. -

Crane on Hand

A giant crane located on the south section is sitting between the two other sections and will be used in dismantling them for salvage. Dismantling work is scheduled to begin soon.

Rigging for the winch operated barges had to be transferred east into the river before yesterday's task could be carried out. Four cables attached to anchors in the river and the American mainland and attached to winches on the barges provided the motive force for the operation. They were upstream when the north section was removed Tuesday, but had to be transferred downstream for yesterday's manoeuvre.

When the first two spans have been dismantled the barges will be moved under the remaining south section and will be cut apart for salvage.

American Bridge officials could not say how long the entire project would take to complete.

After serving for 60 years as an important traffic link between Cornwall and Massena, the south channel spans of Roosevelt International Bridge have been sold as scrap to the Abe Cooper Watertown Corporation.

The three spans will provide 1,659 tons or 3,313,200 pounds of No. 1 grade scrap steel.

Price paid for the spans was not disclosed.

Dismantling of the bridge is being carried out by American Bridge Company, builders of the new high-level suspension bridge. It will be a summer-long job.

The steel from the bridge will be loaded, section by section, on gondola cars for shipment to Watertown. There, in the corporation yards, it will be cut into lengths suitable for foundry and steel plant usage, according to Gilbert Matlow, executive vice-president.

As the market for good quality junk steel is firm, it is expected the bridge components will be disposed of soon.

**Monday 12/05/1958 Ottawa Citizen Prescott Ottawa West**

Picture.  
The Canadian Pacific Railway shops on Bayview Road were heavily picketed, yesterday, the first day of the fireman's strike. Picketers are seen marching along the right of way before the 3.45 Brockville train pulled out from the yards with a full crew, one of them a fireman who breached the picket line to take his place in the engine cab.  
Another picture and full report.

**Thursday 13/05/1958 Ottawa Citizen Brockville Smiths Falls**

Race along railway bridge fails, CPR workman killed by locomotive.  
Smiths Falls - A railway employe trying to run from the path of a train on a bridge over the Rideau River here yesterday afternoon was struck and killed only a few feet from safety.  
The victim was William Edward Payne, 38, of Third Street, Smiths Falls, a bridge man with the bridge and building department of the Canadian Pacific Railway. Payne was with a 10-man crew reinforcing concrete in the stone piers of the 170-foot span which crosses 30 feet above Sly's Rapids at the southeast edge of Smiths Falls. He was standing alone on the bridge deck about 20 feet from the north end when the train approached.  
Foreman Mervin Cowell said he shouted a warning to Payne but his cries may have been drowned in the noise of a compressor being operated on the job. The other workmen were on a scaffold below the bridge deck.  
Cowell watched helplessly as Payne made his dash from the bridge. "I thought he had made it," Cowell said. "He was only about two ties from the end when he was hit."  
Payne's body was flung onto the east side of the bridge abutment by the diesel locomotive. Coroner Dr. J.J. McGuire said he died of multiple injuries, including extensive head injuries. There will be an inquest, he said. Smiths Falls Constables Don Wilson and Gordon Underwood investigated.  
The train was a regular passenger unit, No. 262, bound from Brockville to Ottawa and due in at the Smiths Falls station, about two miles from the bridge, at 4.40 p.m.  
It was reported that the union foreman in the crew, Wilfred Gibbons of Ottawa, saw the man on the track as the train came out of the curve south of the bridge. The train was braked but not in time to avoid hitting the maintenance worker. The engineer was Al Imeson and the conductor was John McNally, also of Ottawa. The tragedy was witnessed by W.B. Malloy, canalman at Old Sly's Locks. He was standing with his nephew, Harvey Traversy, and another canal worker, Arthur Truelove. They attempted to wave down the train. It stopped a short distance along the track, backed up and brought Payne's body in the baggage car to the Smiths Falls station.

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From Bruce Chapman I dug out my dispatch books and RS-10 8469 was the culprit.

**27/06/1958 Cornwall Freeholder New York Central**

Lose Claims for Damages Against NYC  
Railway employees of the New York Central Railway Thursday lost their claims in the Supreme Court of Canada for damages resulting from the abandonment of the railway's line between Ottawa and the United States border.  
The Brotherhood of Railway Employees had asked the Board of Transport Commissioners to order the company to pay workers any financial loss as a result of a change of residence following the abandonment of the lines. The board rejected the claims.  
New York Central was authorized by the board to abandon its service to Ottawa after construction of the St. Lawrence Seaway forced removal of a railway bridge in the Cornwall area.  
The brotherhood appealed the no-damages judgment of the Board of Transport Commissioners.

**15/07/1958 Ottawa Journal Maniwaki**

The CPR's Maniwaki-Ottawa single-car gas-turbine train was three hours late arriving in the Capital on July 14, 1958 - it ran out of gas! The 50 passengers were amazed when the car chugged slowly to a halt in the Quebec bush, five miles north of Low. "No gas", was the operator's verdict after checking the 560-gallon tank. A hurried call brought a 45-gallon drum of fuel to the nearest crossing. But the drum was too bulky to lug the 200 yards down the track to the stalled train. Trainmen hauled gas in a two-gallon can. After the third trip there was enough fuel to continue into Low where 500 gallons were secured. (Branchline)  
Ed. note: The gas 'turbine' would likely have been gas-electric No. 9005 which shortly after this embarrassing episode was replaced by a Rail Diesel Car.

**08/08/1958 Brockville Recorder Kingston (CN)**

The "Moccasin" has made its last run. Ending 103 years of railway service, the "Moccasin", famous old 'milk train' went out of existence today. Falling revenues, passengers dwindles to an average of four per trip - forced the Canadian National Railway to eliminate the run.

**Monday 11/08/1958 Ottawa Citizen Alexandria Ottawa Union**

Railways reject scheme to move Union Station.  
<http://news.google.ca/newspapers?id=7wsxAAAAIBAJ&sjid=qd8FAAAAIBAJ&pg=6005,1904874&dq=railway+l+railroad+l+train+l+cnr+l+cpr+-bride+-to-train&hl=en>

"CROSS TOWN' by Austin Cross

Life's Goint To Be Dull Without CPR's Old "33".

The Canadian Pacific Railway took Pool train 23 and 24 off the Ottawa-Toronto run after Labor Day. Every night, for 18 years now, Saturday excepted, this train has left Ottawa around midnight for Toronto. Though described as "pool", it ran over CPR tracks with a CPR crew all the way.

Back at the beginning of the war, they found the night train, No. 33, so heavy, they started to run it in two sections. (No. 33 actually began to run from old Broad Street Station at the turn of the century). But train controller Tom Lockwood, would not even admit the existence of this new train, since he had decreed that no new trains were to go on the Toronto, or any other run.

So it was a wide-open secret that there was another train to Toronto at night, and she went by the name: "The Second 33".

In the old days when I would be playing bridge after 11 p.m. - I lived it up those days - I might look up from my potential three no trump and remark:

"The second 33".

"I beg your pardon?" my partner would say. Then I would have to explain what the second 33 was.

This train ran via Trenton and Oshawa rather than follow the first 33 via Havelock and Peterboro.

Everybody liked it, because it left late, and arrived late. It was the last thing out of Toronto at night. In winter, instead of arriving on a cold winter "night", you got to Ottawa late enough to step off in daylight.

Secret was out

The secret of the second 33 became such an open one that it was finally dignified with the number, 23, and it has run now just about 18 years.

But the coach business has fallen off - no one wants to go to Port Hope or Oshawa at night, apparently - and the sleeper business has languished, as we've hired a new breed of early-to-bed-and-early-to-Toronto. So No. 23 degenerated into a "head end train." Then the CPR decided to send its express by piggyback, and the reason for No. 23 evaporated.

So say good bye to this grand war time train. Her big 2400 blasted her way through what later became Alta Vista. We took the curve at Kemptville like a cortege, and the late sitters got a vista of Smiths Falls at one a.m. Came the dawn, and maybe Whitby, or it could be rejoining the double track at Agincourt.

Then down the Don River till you were set down opposite the Royal York Hotel tunnel.

But the biggest thrill of all was on the return trip, when they double headed you up the long crawl to Leaside Station, while the train fell back to a creep, as the engines' cough got hoarser all the time.

As I say, the CPR is making life dull for me.

**Tuesday 14/10/1958 Ottawa Citizen Thurso and Nation Valley Duhamel**

Lumbermen survive train derailment.

THURSO (Staff) At least 25 lumbermen were injured - one seriously - when a company train struck a washout just north of Duhamel Monday morning.

Duhamel is about 30 miles north of here.

Injured and admitted to St. Michael's Hospital in Buckingham were seven men. They are:

Pierre Blais, 65, of Montpellier, with a fractured skull, fractured left arm and glass cuts to the body. His condition is critical and he is in a semi-conscious condition.

Aldee Riopelle, 39, of Montpellier, with a dislocated left shoulder.

Andre Louzon, 27, of Duhamel, with a fractured right leg.

Robert Belisle, 32, of Cheneville, with a fractured left arm and lacerations to the face and body.

Simeon Pilon, 57, of Cheneville, with several fractured rib; and lacerations to the face and body.

Jean Louis Faubert, 39 of Duhamel, with a broken right arm, assistant train engineer, he was trapped in the cab for three hours.

Theophile Fournier, 38, of Cheneville, with a broken left leg and a possible fractured right leg, and facial lacerations.

It is understood that possibly 20 other men were treated at the hospital but not admitted.

#### Beaver Dam Breaks

A broken beaver dam was blamed for the accident by spokesmen for the Singer Manufacturing Company in Thurso.

About 75 men were aboard the one - coach train when it struck the washout at eight o'clock. The Singer Company -woods division - operated the train. It was heading from Duhamel to the Singer lumber camp about 20 miles north of there when the mishap occurred.

Ambulances were rushed to the scene from St. Andre Avelin and Montebello. Automobiles and trucks were used to take the injured to hospital at Buckingham, 40 miles west of there.

The ambulances and doctors were in operation from eight hours before the injured men and others were all admitted or completely X - rayed at St. Michael's.

Aerial photos of the wreck scene showed the engine plunged into the water but the single coach behind it remained up-right on the rails with the front half of it projecting over the embankment leading to the water.

This was denied by several company spokesmen.

They said the mishap happened about 17 miles north of Duhamel - a spot only accessible by small track cars and trains, Nobody was allowed on company property except officials.

Several small track cars were used in transporting the injured men to Duhamel for transfer to the waiting ambulances.

#### Ice - Coated Rails

The train engineer, Albert Degagne, 54 of Cheneville apparently knew of the washout in time. The tracks were frozen, however, and the train skidded for some distance when the brakes were applied to the small diesel locomotives.

The men inside were shaken up and glass windows were broken when the train came to a sudden stop. The broken glass accounted for the many cuts sustained by the men.

One report said the washed-out section of the embankment was about 50 feet long. It was one of the largest beaver dams constructed in streams and creeks along the private line.

It apparently burst under the heavy rains during the holiday weekend. This was the third time in recent years that broken beaver dams were responsible for washouts on this line.

A company crew was out at the scene all day repairing the damage.

At St. Michael's Hospital a team of three doctors took care of the patients brought in. They were: Dr. P. E. Belisle, Dr. Gerard Rochon and Dr. Jacques Joubert.

Company officials were in Duhamel most of the day.

**Thursday 06/11/1958 Ottawa Journal Ottawa Electric**

Ten of Ottawa's oldest streetcars - some of them veterans of 44 years service on the Capital's streets, are on their way to the junk yard. As part of the Ottawa Transportation Commission program of converting from trams to buses, these huge steel and wood trams were sold by tender and are being reduced to salvage. One by one they are taken to the OTC's Richardson Road siding where they are stripped of their wheels and towed by truck to the wrecker's yard at the corner of Scott and Bayview Road. it was originally intended to sell 10 of the old 600 class of street car built between 1913 and 1917. It was later decided to keep three of the 600 class and dispose of three later-built trams that had been in accidents and would prove costly to repair. All of the cars involved were built in the Capital by the former Ottawa Car Company. They were offered for sale by tender to M. Zegerman (sic) and Company Ltd. for \$300 each. Carted off to the scrap yard are seven 600-class trams built in 1914 and 1915; two of the 800-class, 806 built in 1924 and 843 delivered in 1925 and one of the 900-class 902 delivered in August, 1933. The three 600 class trams got a reprieve and will be replaced as soon as the next group of new buses is delivered here. OTC manager of transportation, William Purdy told the Citizen today. The big 600's plied mainly the Britannia line, carrying thousands of happy, carefree small fry and picnickers to the park and beach, over the decades. On weekdays they carried hundreds to work in the city's business section each day. With their demise goes many a nostalgic memory, perhaps of harmless flirtations and budding romances struck up while hanging onto swaying straps in a crowded aisle. The article is accompanied by two pictures showing a wheel being cut and a car being lifted off its trucks.

**Friday 14/11/1958 Ottawa Citizen Alexandria Vars**

A CNR special train loaded with 2,000 excited children and their parents will travel to a country point to meet Santa Claus Saturday morning. Freiman's Santa Claus Special will take them to the village of Vars, 17 miles east of Ottawa. There the eager passengers will give Santa Claus a rousing welcome as he floats down from the skies in his helicopter. Santa will then board the special 18-car train and make the return trip to Union Station with the group. Mayor Nelms will be waiting with high-stepping drum majorettes, a military band and hundreds more children to welcome Father Christmas to the Capital. First for some For many Ottawa and district children it will be their first thrilling ride on a railway train - and its free, compliments of Freiman's. Balloons soft drinks and cookies will be distributed on the train, as the gift of other sponsors. Stationmaster Harry Spence will begin loading the big special train at 8 a.m., Saturday. The train will leave Union Station at 8.45 a.m. and will arrive back at 10.30 a.m. After the official welcome by mayor Nelms, Santa will board a float at the Besserer Street exit and the parade will drive off the Freiman's store. It will be led by the Governor-General's Foot Guards band and the Ottawa Rough Rider Drum Majorettes.

**Monday 17/11/1958 Ottawa Citizen Alexandria Ottawa**

At Union Station At the Union Station more than 1,500 youngsters, accompanied some 500 adults, boarded a special train which took them to Vars to welcome the jolly old saint. There he climbed aboard and journeyed back with them to Ottawa, where he was greeted at the station by Mayor Nelms before proceeding in triumph to Freiman's downtown store. Free tickets for this excursion were handed out the previous Saturday by two retired CNR conductors; P. A. Potter and A. P. Lavergne, in Freiman's downtown and Westgate stores. Anxious not to miss the big event, 11-year-old Bobby Beauchamp, of 105 Irving Avenue, was at the station at 6 a.m. nearly three hours before departure time. He was shortly joined by Monique Lariviere, 10, of 159 Henderson Avenue, and Helene Renaud, 12, of 166 Henderson Avenue. Santa was already there when the train reached Vars, where a welcoming committee of more than 500 children cheered his arrival by car. These youngsters afterwards attended a community Christmas party, shepherded by Vars Councillors A. R. Kingston and S. M. Barklay. On the return journey the jovial gentleman walked a third of mile through the 21 coaches, exchanging personal greetings with the starry-eyed passengers. Some stroked his whiskers incredulously, and just a few seemed a little apprehensive. "Oh dear, there now!" he said in a hurt but sympathetic voice, as one tiny tot burst into tears. Goodies Too! Nearly 5,000 cookies and 2,500 soft drinks were served aboard the train by employes of Freiman's Tulip Room who were pressed into service as Santa's helpers. Before the excursion left Ottawa, brightly colored balloons adorned the inside of the train. Inevitably though, these soon found their way into warm little hands. Pulling the long train was engine No. 6206 a big, ancient steam locomotive like those which have hauled the Santa Claus Special the past two years. With the grounding of Santa's helicopters, Saturday was a day of triumph for old-fashioned transportation. At the Union Station Santa was welcomed by Mayor Nelms "on behalf of all the children of all ages" in the Capital. "In you, Santa, is represented all the good will of this festive season," His Worship read from a scroll he presented to the bewhiskered celebrity. "I am sure that you will not forget all children, not only of Ottawa, but also of Springhill." Santa's reindeer met him outside the station, from where he was escorted to Freiman's by the band of the Governor General's Foot Guards and a corps of 20 Rough Rider "majorettes. Cheering crowds lined the parade route up Little Sussex Street and along Rideau, and surged after him as he entered the store to take up his throne in Toy land.

**20/11/1958 Arnprior Chronicle Renfrew**

CNR line remains.

**20/11/1958 Ottawa Journal Renfrew**

Ottawa Barrys Bay line continues for a year.

Coaches stay up. Tragedy averted. CNR praised for fast work. (with pictures)

Officials suspect a chipped rail caused the spectacular derailment of a CNR passenger train which injured 10 persons Saturday at Vars. They think the track was damaged by an earlier train.

Four cars of a Montreal-Ottawa train - roaring into the Capital at 70 miles an hour-bucked the track at 11.17 a.m. a mile and a half east of the village. Vars is 17 miles southeast of Ottawa.

Officials believe the track, made brittle by near-zero temperatures, was damaged by an eastbound Ottawa-Montreal local train No. 48 around 8.10 a.m.

Deep Furrow

The derailed coaches plowed a deep, half-mile-long furrow beside the track - but all remained upright.

Damage may exceed \$50,000.

Authorities say a tragedy was averted because none of the cars tipped over when they plunged off the rails. None of the injuries was serious. All but three persons were released from hospital after treatment.

There were 107 passengers on the train. It was made up of two diesel engines, two baggage cars, three coaches and a parlor-dining car.

16-Hour Break

The accident cut the main Ottawa-Montreal CNR line for nearly 16 hours. It destroyed 310 feet of track and severely damaged another 2,700 feet.

The wheel assemblies of the derailed cars will have to be replaced, officials expect.

The three passenger coaches and the parlor-dining car left the rails and plowed along beside the track. The lead engine remained on the rails but the rear wheels of the second engine jumped off and straddled one track. The two mail cars - which had broken from the rest of the train —also straddled the tracks and the four units ripped and twisted hundreds of yards of rail and ties before coming to a halt.

Officials said if the derailment had occurred a few minutes later the train would have smashed into the Vars station itself and might easily have spread death and destruction in the village.

The weight of the four coaches and the soft earth helped prevent tragedy.

Frost apparently had not penetrated deep enough to hold up the heavy coaches. The result was that all four cars - swept along by their momentum - plowed a deep furrow extending some 800 yards while passengers inside were tossed about "like corks in the ocean."

Travellers said screams mingled with the roar of ripping track as baggage bounced crazily around the cars.

Running On Time

The train left Montreal at 9 a.m. It was due at Ottawa Union Station at 11.25. It was running on time when the derailment occurred.

Conductor Arsene Perron of Montreal was first to realize the train was being derailed.

"I was in the second coach at the head end making up my accounts when I noticed the car was rocking" he said. "I knew something was wrong so I braced myself for the shock.

"The tail-end of our coach snapped like a whip and then kept going straight ahead. I knew we had jumped the rails. I hung on for dear life.

"We bumped along, and I guess we were hitting about 70 miles an hour. The couplings had snapped themselves from the rest of the train and steam came hissing into the rear of our car. I shouted to the passengers to hold on and be calm.

"They were very brave people. When we finally came to a halt I immediately started to help those who were injured."

Four Ambulances

The alarm was first sent into the Rockland detachment of the Ontario Provincial Police.

Four ambulances, from Exclusive and the St. John Ambulance Association in Ottawa arrived on the scene. Dr. Pierre Jacques Beaudet, of Embrun was the first doctor to reach the wreck.

A way-freight at Coteau Junction was "broken" when word of the wreck was flashed to Ottawa. Its diesel engine and a caboose under Engineer Earl Cooper and Fireman Keith Colts of Ottawa went to the wreck scene to transport injured stretcher cases to waiting ambulances at a nearby crossing.

Many passengers not listed as injured nursed puffed lips, scraped chins, and abrasions to arms and legs.

Mile Walk

Two OTC buses were sent to the scene to bring stranded passengers to the Capital. They were forced to park at a farm off a sideroad about a mile from the wreck. Hundreds of cars converged on the scene as news of the wreck spread. Highways were blocked on all sides.

Track was destroyed from mile 116.4 to 117.1. It was operative again at 2.50 a.m. Sunday but extreme caution is being exercised by trains passing through the area. Speed is restricted to five miles an hour until permanent repairs can be made.

A 75-man CNR wreckage crew repaired the track. Two giant cranes with a total lifting capacity of 260 tons were used. One was borrowed from the Canadian Pacific Railway company, the other brought from Montreal.

Officials said the cost of fixing the track alone would be \$12,500.

In addition, it is feared low temperatures Saturday night may have caused extensive frost damage to the three passenger cars and the dining car, all left axle-deep in mud. Damage to the passenger cars may reach \$100,000.

The long, straight stretch of track looked like the unloading platform at Union Station.

Nearly 100 stranded passengers trudged through ankle-deep snow along the railway ties to reach the waiting buses.

They carried suitcases, brief cases, lunch kits, umbrellas and raincoats.

Many had minor lacerations to chins or foreheads, or puffed lips. But they all felt lucky their injuries had not been more serious.

Passengers praised the railway for the promptness with which aid and emergency transport to Ottawa had been provided.

Shoes Vanished

Arthur Oulton of Moncton took the wreck in his stride. He was busy taking moving pictures of survivors when reporters arrived at the OTC bus which had plowed through deep snow into a farmyard beside the tracks to pick up the passengers.

"One woman was knocked right out of her shoes and she hasn't found them since," he said.

Later, the same lady was taken to the rescue caboose rushed in from Coteau Junction. She had still not located the missing shoes.

Several married couples carried young children along the snow-swept track muffled in blankets.

Alex Saunders of Ottawa - now stationed with the RCAF near Montreal described the jolting shock of the derailment:

"Suddenly it seemed like the air brakes went on and "the whole train went sideways and off the track.

"I threw myself down in the aisle when the cars started to go wild. I guess this saved me from injury. There were several persons injured in the car in which I was riding - the third passenger car next to the diner. But in the car ahead some were more seriously hurt.

Tossed About

"Everyone was tossed around like peas in the pod. But we were lucky at that."

Mrs. Mace Coffey of 900 Kingsmere Avenue, Ottawa, was in the coach second from the end of the train.

"It seemed I was yanked sideways and tossed against the side of the car," she said. "People were screaming. Bodies were being tossed all over the aisle. I was tossed against the wall of the coach and hurt my side. It wasn't serious though. It could have been worse."

First Ride

For Lynn and Stewart Markham of Montreal, it was an unforgettable experience. Lynn, aged 11, and Stewart, 3, were travelling to Ottawa with their parents, Mr. and Mrs. Walter Markhajm. It was Stewart's first train ride.

"The children were scared," said Mr. Markham. "They shouted but they had enough sense to hold on to anything they could lay their hands on. We were in the second last coach. At first there was a sickening thud. Then we seemed to just keep travelling straight ahead."

Mrs. O. W. McNamara, of La-chine, was travelling with her six-year-old daughter, Nancy.

"I was reading a magazine at the time," Mrs. McNamara said. "When the car in which I was riding lurched sideways, we came down with a terrific thud and then

kept going straight ahead. I didn't know what was happening. My nose was bleeding from being tossed against the window. Nancy held on to me. We rocked sideways, bumped along and then it was all over."