

Local Railway Items from Area Papers - 1959

02/01/1959 *Ottawa Citizen*

Brockville

Smiths Falls

Train-Car Collision; None Injured

SMITHS FALLS (Special) A Smiths Falls youth, John Francis Murray, 17, of 73 Aberdeen Avenue, escaped injury in a train- car crash here about 5 p.m. on New Years Day.

Proceeding west on Chambers Street East at the time, Murray failed to notice the slow moving CPR Brockville pool train moving out of the yards, until the locomotive was already crossing Chambers Street. Applying brakes his car skidded on the sleet covered road, sending him crashing out of control into the first car behind the locomotive. The slow moving train turned the 1952 model car around and shoved it into the east ditch. Extensive damage resulted to the car. The train, unaffected by the accident proceeded to its destination.

The young driver remained in the automobile throughout his nerve wracking experience.

Crew on the CPR train. No. 263, consisted of Conductor W. Parker, Engineer L. Black and Fireman Bertrand T. Canning of Ottawa.

Constables Don Wilson and James White of Smiths Falls Police investigated the accident.

06/01/1959 *Ottawa Citizen*

Winchester

Smiths Falls

Fire Wrecks Train Coach

SMITHS FALLS (Special) Smiths Falls firemen were called out in sub-zero weather this morning to fight a stubborn blaze in the buffer coach of CPR train No. 21 in the yards near the William Street crossing. It was extinguished after a three-hour fight.

The fire apparently started from a heater which employes had lighted to boost the heat in the car. The fire started while the train was in the vicinity of Rosedale, some four miles east of Smiths Falls, and crewmen succeeded in getting about five pass-holding passengers into another car. No regular passengers were riding in the coach at the time.

The train, second section of the Montreal-Toronto No. 21, arrived in Smiths Falls at 2.20 this morning and the burning coach was shunted to the section of the yard where firemen were called to fight the blaze.

The interior of the coach was almost gutted and CPR officials hesitated to place any actual damage figure although they indicated the car would probably be scrapped.

08/01/1959 *Ottawa Citizen*

Prescott

Manotick

Car Driver Serious After Train Crash

Fred Robar, 33, of 2390 Cheshire Road, Ottawa, is in Civic Hospital with undetermined head injuries he suffered when his auto was in collision with a moving CPR freight train at Manotick Station shortly before 2.30 yesterday afternoon. His condition is reported critical.

The accident occurred shortly after 2 p.m. when Mr. Robar's auto skidded down a 150-yard hill into the second of two diesel engines pulling the freight train.

Damage to the auto was estimated at \$2,000.

Henry Matthew, a farmer who lives near the scene of the accident, took the injured man to Manotick where he was first treated by Dr. O. B. Wilson. He was later rushed by Exclusive Ambulance to Civic Hospital where he underwent surgery last night.

Conductor on the train was H. H. McDiarmid. OPP Const. John Arscott, of the Ottawa Detachment, investigated the accident.

12/01/1959 *Ottawa Journal*

Prescott

Keith Post

Ottawa Trainman Places Second in Safety Contest

Keith Post, Ottawa CPR fireman who snatched a two-year old boy from the path of a moving train, placed second among 12 persons eligible to receive the annual \$500 safety award of the Brotherhood of Locomotive Firemen and Enginemen, it was announced today in Cleveland.

Winner of the award was John T. Matthews, of Schiller Park, Illinois, who saved the lives of 10 Chicago nursery school children and their bus driver when he flagged a train bearing down on a school bus that had just been involved in a crash with his own train.

13/01/1959 *Ottawa Citizen*

Carleton Place

Roosevelt Avenue

30 Foot Toss

Train Hits car Injuring 3 Men

Three men were injured one of them critically yesterday as the CPR's sleek, stainless steel "Canadian" plowed into an automobile at Roosevelt Avenue near Scott.

In fair condition in Civic Hospital is Leo Laflamme, 49, of 231 Clarence Street. He has chest, head and possible abdominal injuries and was on the hospital's critical list until this morning.

Suffering a fractured leg and other injuries, but in satisfactory condition is Maxime Poitras, 34, of 38 Courcellette Street, Hull. Also with a fractured leg and lacerations is Gervais Poitras, 37, 137 Maisonneuve Street, Hull.

The luxury trans - continental train with domed bar car had just pulled out of Ottawa station after dropping Russia's new ambassador to Canada Amasp Aroutunian and his family who rode the train from Montreal.

The train demolished the late model car, flinging it 30 feet along the right of way west of Roosevelt Avenue spilling bodies as it went.

Damage to the diesel engine driven by William Shorthouse of 173 Daly Avenue was not sufficient to hold up the train more than half an hour.

The three men were returning from a construction job at Bells Corners when the mishap took place shortly before 5 p.m.

Leo Laflamme, the most seriously injured of the three was driving the car at the time.

Gervais Poitras told police he was sitting in the front seat beside Laflamma with his brother Maxime in the rear seat.

As they approached the crossing adjacent to Scott Street they failed to see the train and did not hear either the bell or the horn, he said.

Saw Train Too Late

Maxime did see the train at the last moment he said, and yelled to Laflamme to step on the gas and beat the train across he was afraid if the brakes were applied the car would skid into the engine on the icy roadway.

The train hit the car almost dead in the center and two of the men were spilled out onto the side of the track while Maxime Poitras was pried out of the wreckage.

Four witnesses who either lived nearby or were passing at the time told police that they had heard both the horn and the bell of the train being sounded shortly before the smash.

There are no wig-wag signals at the crossing.

14/01/1959 *Ottawa Citizen*

Thurso and Nation Valley

I am told that the Thurso and North Nation Valley, which had beaver trouble along its right-of-way last fall, attempted to fool the beavers by siphoning out the water with a long hose. But the beavers were not to be fooled. They plugged up the hose with rocks and sticks, and went on ahead to build up their dam and flood the railway again.

23/01/1959 Ottawa Citizen

Prescott

Beech Street

Woman Slightly Hurt When Cab Hits train

A passenger in an Ottawa taxi was slightly injured early this morning when a CPR yard engine slammed into the cab at the Beech Street crossing, one block west of Preston Street.

Injured and treated at General Hospital was Mrs. Hilda Hennessey of 244 Breezehill Avenue. The middle-aged woman suffered cuts about the face and head. Lionel Denis, 46, of 291B Kendall Avenue, Eastview, told police he didn't see the train until after it struck his Sandy Hill Taxi-cab. Denis and his sole passenger were headed west on Beech at 3.56 a.m. when the accident happened.

The southbound train was composed of an engine and caboose and was piloted by Engineer John B. Murphy of 1582 Senio Avenue. Conductor on the slow-moving train was Charles Jodoin of 65 Carruthers Avenue.

The taxi was thrown about 30 feet by the impact. Damage to the 1958 vehicle was estimated at \$900. Police said the taxi apparently slid into the path of the engine.

Const. Kenneth Ritchie of No. 2 Police Station investigated.

26/01/1959 Ottawa Citizen

Smiths Falls

Smiths Falls

Four Escape When Auto Slams Diesel

SMITHS FALLS (Special) Four Perth youths escaped serious injury in Smiths Falls early Saturday evening when their car crashed into the side of a slow moving CNR freight train on the western limits of town. The four were on their way home to Perth at the time.

Driver of the car, James Lloyd Kent, 16, of North Street, Perth applied his brakes upon seeing the approaching locomotive, but the car skidded on the icy pavement and slid into the diesel.

Three teen-age passengers in the Kent car escaped with only minor bruises. They were William Sanderson, 16, Ed. Murphy, 17, both of Perth and 16-year-old Tom Noonan of West Perth,

The diesel's main air reservoir was put out of commission by the collision and a new locomotive had to be brought to move the train. The car was wrecked.

26/01/1959 Ottawa Citizen

Waltham

Aylmer

No Injuries As Train Derailed

Nineteen cars of a 38-car CPR way freight were derailed at 8.30 a.m. today, seven miles west of Aylmer. The train was enroute from Ottawa West to Shawville. None of the five-man crew was injured when one tank car, loaded with oil, and 18 empty cars left the rails.

CPR authorities are investigating the possibility the wreck was caused by a broken rail, possibly due to 20 below zero temperatures in the area last night. "Not too much damage was caused," CPR officials said.

Auxiliary crews were promptly despatched to the scene of the accident from both Ottawa West and from Smiths Falls.

It was estimated that the line would be cleared in from two to three hours' time, though it may take all day to get all the derailed cars back on the track.

Taxis to Ottawa were arranged for passengers from the regular passenger train which leaves Waltham at 6.50 a.m. and is due in Ottawa at 10.25 a.m.

Both passenger and freight trains on the Ottawa-Waltham line customarily travel at a maximum speed of 35 miles per hour.

W. A. Scharfe was conductor and Edward Glenn was engineer of the freight train. Both are from Ottawa.

The freight left Ottawa West at 7.20 a.m. The accident occurred 13.4 miles west of Ottawa West, and about seven miles west of Aylmer.

29/01/1959 Ottawa Citizen

Renfrew

Study Train Schedule For Valley

ARNPRIOR (Special) A tentative date, Thursday, February 12th, was set for a meeting between officers of the Canadian National Railways and representatives of Ottawa Valley municipalities to work out a new trial rail passenger service for the historic 112-mile Ottawa-Barry's Bay line, it was announced today.

J. J. Greene, Arnprior lawyer who represented the appellants when the Valley communities won a reprieve from the Canadian National's decision to abandon passenger service on this run, said the meeting is also tentatively set for Arnprior, in the town hall, at 10 a.m. Feb. 12.

A letter has gone out to municipal representatives from J. W. G. MacDougall, CNR commission counsel at Montreal, requesting the meeting at which the railway will propose a more modern substitute service for trains 89 and 90 that now operate daily except Sunday from Ottawa to Barry's Bay and return. This move to propose an experimental service results from the Board of Transport Commissioners' hearing in Pembroke last November into the railway's application to discontinue the passenger run. The hearing was suspended when Mr. MacDougall agreed to consult with railway management to see if the CNR would be prepared to institute an alternate service that would be more in accord with the wishes of Valley residents.

Sees Remedy

Mr. Greene expressed the opinion that the present position "indicates a willingness on the part of the CNR to compromise and to attempt a remedy rather than to abandon their responsibilities."

Mr. MacDougall said the CNR is agreeable to instituting a trial service on the "general understanding that if it works out well and trade increases, it will be retained as long as it pays its way. But if, on the other hand, it turns out that traffic does not increase to the point where the service can be sustained, then objection to the proposal to reduce tie service will be withdrawn."

31/01/1959 Ottawa Journal

Ottawa Electric

Picture of 683 partially off a highway truck. "Desire" is in the destination blind.

Desire didn't quite make it.

This old OTC tram, christened "Desire" for her last trip, fell off the float truck hauling it to a junkyard yesterday afternoon. "Desire" destined to be cut up for scrap, created her last traffic snarl at the foot of the Wellington Street Viaduct at Bayswater Avenue. She was finally hoisted back on the truck and dragged to the rapidly filling graveyard for Ottawa's ancient trams.

03/02/1959 Ottawa Citizen

Chalk River

Petawawa

Train Kills Petawawa Teacher, 23

PETAWAWA (Special) - A 23-year-old school teacher from Camp Petawawa suffered fatal injuries last night when her car was in collision with a westbound CPR train.

Mamie Marie Huttunen, a kindergarten teacher at Pinecrest School died at 11 p.m., army doctors vainly attempted to save her life by four hours of emergency operations.

Train engineer Emile Carle of Smiths Falls said it looked to him as though the car had skidded on the ice-coated street before coming to a stop on the crossing, in the path of the train.

The seven-car main transcontinental passenger train had just pulled out of the Pembroke station 13 minutes before, and was travelling at a speed between 65 to 70 miles an hour at the time of the collision.

There are no wig-wag signals at the crossing in the heart of the village, but visibility is good and unobstructed.

The young teacher, a native of Port Arthur, had just left her boarding-house to attend a community choir practice in Pembroke.

The train carried the car for 400 yards, and ripped the front part from the car body, hurling it ahead for 50 yards.

The young woman had to be freed from the car. She was pinned behind the wheel. The train was delayed for 45 minutes..

The train conductor was Arthur Cauchy. OPP Cpl. Vince Coffey and Constable Roy Wilston of Pembroke investigated.

04/02/1959

Ottawa Citizen

Chalk River

Petawawa

Rifle Shot Hits Train

PEMBROKE (Special) Pembroke police believe a shot fired at a CPR engineer last night may be connected with Monday's fatal train-car crash at Petawawa. The engineer, A. P. Nevton, was in charge of a train on the same run as the train which hit a car, killing Miss Maimie Huttunen, 23-year-old Camp Petawawa school teacher.

The shot, believed to be from a 22-caliber rifle, smashed the window in the engine's cab.

The train was passing the foot of Pembroke's James Street a few minutes after pulling out of the Pembroke station at 6.50 o'clock.

05/02/1959

Ottawa Citizen

Renfrew

Arnprior

To Discuss Barrys Bay New Service.

Representatives of Ottawa Valley municipalities served by the Ottawa-Barrys Bay CNR line will meet with railway officials at Arnprior next Thursday to discuss details of the company's proposed new passenger service.

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The meeting, which begins at 10 a.m. in the Arnprior Town Hall, will hear a proposal from the CNR to place a modern experimental service on the run to replace trains No. 89 and 90.

To Meet Obligations

While details of the CNR proposal have not yet been revealed, it is understood they will encompass suggestions made by municipal representatives at a public hearing in Pembroke last November.

The meeting was held by the Board of Transport Commissioners to review a CNR application for discontinuance of passenger service on the line because of dwindling patronage and increasing losses.

The hearing was suspended indefinitely when the CNR agreed to discuss the possibility of rearranging the service on a trial basis.

09/02/1959

Ottawa Citizen

Beachburg

Pleasant Park

Snowbank Blocks View At Tracks,

Train Clips Car

"I'm thankful to be alive."

With these words, a 41-year-old RCAF sergeant today summed up his spine tingling experience when the crack CNR Super-continental plowed into the rear of his auto at the Pleasant Park Road crossing Saturday afternoon.

George Waddell of 1577 Digby Street, with the Air Materiel Command for the past six months, escaped unharmed, but his 12-year-old son, a passenger in the front seat, suffered a slight bump on his forehead. (Digby Street is in the " south-east end of the city three west of the Russell Road.)

They were driving home along Pleasant Park Road when they suddenly became involved in an accident which could have brought death or serious injury.

Too Icy To Halt Skid

There are no automatic wig-wags at this crossing, and snow was swirling in front of the car. A 10-foot-high snowbank apparently blocked Mr. Waddell's view of the approaching train.

According to police, Mr. Waddell attempted to brake his vehicle on the slight, icy incline leading to the tracks. Police said when he reached the track and saw the train, he accelerated the car in an effort to get off the tracks. He almost made it. A scant foot of the rear of his car remained on the rails as the train, travelling at about 40 miles an hour, struck the vehicle.

The force of the impact turned Mr. Waddell's car completely around facing the Ottawa-bound train. The rear of Mr. Waddell's vehicle was damaged to the extent of about \$400. The only damage to the double-diesel-drawn train was a broken air hose on the front of the first locomotive.

"He almost made it," said Robert Canning of 12 Burnham Street, engineer on the train. "Another few seconds and he would have been able to clear the track completely. The engine just clipped the rear of the car."

Ralph Johnston of 448 Tweedsmuir Avenue, fireman on the train, said: "In accordance with regulations, we had both the whistle and bell sounding steadily from the time we were within a quarter of a mile of the crossing until we had passed it. We (engineer and fireman) both saw the car on the tracks and the engineer applied the emergency brakes. For a while we didn't think he (Mr. Waddell) was going to make it. He and his son were very lucky to come out of it alive."

Conductor of the train was Lloyd Armstrong of 1404 Merivale Road.

The train was delayed for about 20 minutes before it was able to proceed into Ottawa, nearing the end of its transcontinental trip from Vancouver.

Constable Wilmer Dowd of the city police investigated.

09/02/1959

Ottawa Journal

Alexandria

Conductor Guy Moon Completes Last Run.

More than 100 persons honored CNR conductor Guy Moon, 128 McLeod street Saturday night after he arrived from Montreal on the Super Continental to complete 43 years service.

Born in Vars, Ont., Mr Moon joined the Grand Trunk Railway in 1916 as a brakeman and during the years saw service at points from Montreal to Edmonton.

Since 1937, when he was made a conductor, Mr. Moon has been a popular figure on Montreal-Toronto and Ottawa-Montreal trains.

After his final run Saturday, a reception was held at the home of Mr. and Mrs. Albert Hebner, 172 Fifth avenue.

12/02/1959

Ottawa Citizen

Renfrew

Rail Line Stays If Patronized

ARNPRIOR (Staff)-J. W. G. Macdougall, CNR commission counsel, Montreal, told a meeting of Ottawa valley residents here today that the railway was ready to inaugurate a new, modern train service between Ottawa and Barry's Bay.

He said, however, that if the public was apathetic and did not show interest in using the railway, the CNR would be back before the Board of Transport Commissioners for Canada to ask for discontinuance of the line.

"If the public don't patronize it, we'll get rid of it," he said. "But, if the public really does want it, then we are eager to cooperate, and are receptive to any ideas the public may have."

J. J. Greene, Arnprior, representing a number of municipalities, said he could not accept the premise that the only issue in railway requires, this is not the line could be made to pay.

Selling Job

"We feel that railways can be sold, just like soap chips, if the proper techniques are used," Mr. Greene said. "But even if profits do not reach the size the railway requires, this is not the end of the issue."

Mr. Greene added that, in accepting an exclusive monopoly and making high profits during the lush green years, the railway could not now cast aside its responsibility when times are not quite so good.

The railway owed a responsibility to the citizens, he concluded.

Mayors, reeves and other municipal representatives from more than a dozen municipalities were present at the meeting, which opened at 10 o'clock this morning in the town hall.

Among others present were: James Baskin, MP for Renfrew South, and James Forgie, MP for Renfrew North.

Ottawa-Barry' Bay Service

The CNR has agreed to inaugurate a new, modern train service between Ottawa and Barry's Bay. Only if the public falls to patronize this service will it renew its application to the Board of Transport Commissioners to abandon the line. It would be for the board to say whether the line should be retained, even if uneconomic. In these matters, the adequacy of alternative transport is taken as the test. But if the revamped Ottawa-Barry's Bay rail service proves popular, this question will not be raised.

Will Begin New Train Service On March 1

Ottawa, February 13 At a meeting in Arnprior on Thursday between C.N.R. officials and representatives of many South Renfrew municipalities, it was decided to begin the new train service from Barry's Bay to Ottawa on March 1st. As the meeting felt there would be potential commuter patronage from Renfrew east, it was agreed that the train would leave Barry's Bay at 5:30 a.m. and arrive in Ottawa at 8:30 a.m. It would leave Ottawa in the evening at 5:30 o'clock and arrive in Barry's Bay at 8:30.

By starting the first of March, it was felt that a fair assessment could be made of both winter and summer patronage. This trial period is expected to be at least six months' duration.

It is still two months before the Railway Time Table change goes into effect, and if it is found then that the train should leave Barry's Bay later in the morning, the change will be made at that time. A self-propelled diesel railiner will be used on the 112-mile run.

Arnprior, Renfrew and Pembroke express will be carried by truck, as the dayliner could not cope with a heavy volume, but express to points west of Renfrew - Eganville, etc., will be carried on the diesel.

J.W.G. Macdougall, C.N.R. Commission Counsel, pointed out at the meeting that profits alone are not the ultimate test on whether passenger service will remain on this line. Two factors are always considered, he said. One is the inconvenience that would be caused to the municipalities if the service was discontinued, and the other the amount of money it cost the railway to operate the service.

He concluded that if the people of the Valley show, through their patronage, that they need and want this service it will most certainly be continued.

Truck Slides Into Train; No One Hurt

A coal truck driver and his helper escaped injury when their vehicle skidded into a slowly moving freight train at the CPR Hinchey Street level crossing Saturday morning.

The diesel freight with engineer Eugene Piche, of 167 St. Laurent Blvd., was delayed 20 minutes.

Bernard Sylvestre, 20, of 37 Garland Ave., driver of the truck, said he applied his brakes but skidded on fresh snow. The front of his truck caught the side of the locomotive.

Train Wrecks Truck, Driver Is Unharmed

PEMBROKE (Special) - Merwyn Jennings, 19-year-old Mackie Station log truck driver, had a narrow brush with death shortly after 4 p.m. yesterday when his tractor trailer was struck by a 62 car, two diesel engine CNR freight five miles south of here.

Force of the crash tore the trailer from the cab of the truck, pushing the cab and Jennings forward to safety. The trailer was completely demolished and an estimated \$20,000 damage was caused one of the diesel engines. Failure to notice the oncoming train was blamed on a clump of trees near the crossing.

Dayliner To Make Maiden Run On Monday

Ottawa, Feb. 26. Canadian National Railways confirmed today that its new dayliner service between Ottawa and Barry's Bay will make its inaugural run Monday morning. The present conventional train No 89 and No. 90 will make its final run on Saturday from Ottawa to Barry's Bay in the morning and return in the afternoon. The dayliner, a self-propelled diesel car, will operate on a reversed schedule daily except Sunday.

Following is the schedule for major points on the line: leave Barry's Bay at 5:30 a.m. and arrive in Killaloe at 5:52; Eganville 6:20 a.m., Renfrew 6:50 a.m., Arnprior 7:19 a.m., Carp at 7:36 a.m. and Ottawa at 8:30 a.m. Leave Ottawa at 5:30 p.m. and arrive at Carp at 6:08 p.m., Arnprior at 6:35 p.m., Renfrew at 7:03 p.m., Eganville at 7:40 p.m., Killaloe at 8:08 p.m. at Barry's Bay at 8:30 p.m.

Ottawa, March 5. More than 40 persons, including a number of Ottawa Valley reeves, boarded the C.N.R.'s streamlined dayliner on Monday morning for the inaugural run of the new trial service between Ottawa and Barry's Bay.

On Tuesday, 16 persons traveled on the dayliner. The self-propel diesel, which will be operated on a trial basis for at least six months has accommodation for 49 passengers, as well as room for express and baggage.

Engineer Morris Gaffney, who was born in Madawaska and veteran of many years service on the line, piloted the dayliner into Barry's Bay Sunday afternoon in preparation for the inaugural run the next day.

Many residents from the Barry's Bay area were at the station to greet the train, and they were invited to inspect the dayliner and go for a short run through the yards.

Among those travelling the first run were James W. Baskin M.P. Renfrew South; Paul Yakabuski, reeve of Barry's Bay; I.R Hoffman, reeve of Eganville; P.J. McCarthy, reeve of Killaloe Wilbert Quast, reeve of Grattan Township and Alex Shulist, reeve of Hagarty and Richards Township.

240 Passengers Use Day Liner First I/I

Ottawa, March 12. Canadian National Railways reported today that a total of 240 revenue passengers used the new dayliner between Ottawa and Barry's Bay during its first six days in service, Monday to Saturday last week.

This averages out to 20 passengers handled per trip for the week, less than half the capacity of the 49-passenger, streamlined dayliner.

The greatest number of passengers travelled only a part the trip.

The heaviest run was on Friday night, when 42 revenue passengers boarded the train at Ottawa, and an additional 11 boarded at stations on the line for a total of 53.

The lightest day was Wednesday, when 11 persons were handled on the morning train and 15 in the evening.

Car Crash Into Train Kills Man

KEMPTVILLE (Special) - Unable to swerve or stop in ice-coated ruts, an Oxford Mills man died instantly last night when his car skidded into a CPR freight near Swan Station, 40 miles southwest of Ottawa.

Weldon Pominville, 23, of RR 1 Oxford Mills, was thrown from the auto and carried 250 feet down the track by the Toronto-Montreal train.

Edith Brady, 17, of North Cower and Raymond Forsythe, 21, of PR 1 Oxford Mills, passengers in the vehicle, suffered minor injuries.

They told police that Pominville saw the train but could not brake or swerve because of the condition of the road.

The accident happened on a sparsely travelled township road, about 11.30 p.m. Police said the crossing is at the bottom of a slight incline and is marked by X-standard warnings at the tracks and several yards before.

A hearing was held Tuesday and Wednesday in Campbell's Bay with the Board of Transport Commissioners to determine whether or not to discontinue passenger service and reduce freight runs on the Pontiac CPR line. A Long parade of Pontiac people stood in the witness box to confirm that "they, their municipalities, and the other various groups which they represented were satisfied with present arrangements and did emphatically not want any change to take place., As for passenger service, the Pontiac witnesses wished that the CPR would improve its service rather than discontinue it., The CPR lawyer argued that the proposed changes would save them \$83,400 annually, and that passengers would be better served by bus lines., The CPR hopes the board's decision will be finalized this Spring. (from The Equity 28 March 1984).

Minor Hurts When Car Rams Train
SMITHS FALLS Special) Two Perth teenagers escaped . with minor injurtes last night when the car In which they were riding rammed the side of a CNR freight locomotive on , the Hannibal Street crossing in 'Smiths Falls.
John Bowes 17, of RR 7 Perth, owner of the 1955 vehicle i received cuts on both hands and forehead, and Geraldine Ryder 17, who was driving a the time of the accident suffered a painful forehead bruise. Neither occupant required medical attention.
The car was entering Smiths Falls from Perth when the crash occurred.
The right rear step and railing on the dlesel locomotive was damaged and upwards of \$1000 resulted to the car.
Train crew consisted of conductor W. Kilpatrick, Engineer , Joseph Cunningham and Fireman Albert .Newman, all of Belleville. The trala was en-route from Montreal to Belleville.
Cpl Don Wilton and Cont James White of Smlthi Falls Police Department investigated.

Trucker Injured In Crossing Crash
Percy Stevenson, 38, of 71 Florence Street, truck driver for Frazer Duntile was seriously injured shortly after 9.30 this morning when his vehicle was struck by a train at the Bells Corners' station crossing. There are no signals at the crossing.
Stevenson, driving a two-ton dump truck was enroute to his company's gravel pit when he drove directly in front of a CNR way freight bound for Barry's Bay. The locomotive tore the dump box from the vehicle and carried the main portion of the truck 675 feet up the right of way. The train came to a stop almost at the Highway 15 crossing.
Stevenson, a native of Kazabazua, Que., and father of 10 children, suffered two broken legs, a fractured arm, injuries to his other arm and deep facial cuts. He was rushed to Civic Hospital by Exclusive ambulance and taken directly to the operating room.
"Serious" Condition
His condition was described as "serious but not critical." .
J. G. Gaffney, 27 Belgrave Avenue, engineer of the train said he was proceeding about 50. miles an hour when the truck approached.
"I applied the brakes to emergency when I saw he was not going to stop. The diesel hit the truck almost in the center of the left side."
The impact damaged the front end of the diesel badly and the dump box crashed into the cab of the engine causing damage.
The truck was almost completely demolished and was wedged beneath the front of the diesel when the train was brought to a stop. The driver was still in the cab, held by one heel caught beneath the scat of the vehicle.
Engineer Gaffney and Conductor D. C. Ross, 1123 Apolydor Avenue, removed the injured man from the truck which was soaked with gasoline and in danger of taking fire.
Traffic was tied up for about an hour on Highway 15 while wrecking cars removed the badly damaged truck from the right of way. The train resumed its route to Barrys Bay after the damaged locomotive was replaced. OPP and Gloueeester-Nepean Police investigated and controlled traffic at the scene,

Caption to picture (shows CNR 1298)

Driver Misses Death

Percy Stevenson, truck driver for Frazer-Duntile escaped death this morningj at Bells Corners station crossing when his two-ton dump truck was rammed by the CNR way freight to Barrys Bay. Stevenson suffered broken legs, a fractured arm and severe facial cuts. Civic Hospital says his condition is "serious." Photo by Newton

Railiner Has Record Week
Ottawa, April 9. A record number of passengers travelled a the C.N.R.'s railiner between Ottawa and Barry's Bay last week, the service's fifth week in operation. A total of 426 revenue passengers boarded the railiner along the 112-mile route, to produce an average of 35 persons a trip.

CPR Caboose Turned Loose
CPR authorities were at a loss to explain how an estimated 13 railway cars jumped the tracks ar the company's Booth Street terminal during shunting operations late yesterday afternoon. An investigation is now underway to determine where the brakes failed to operate or be operated prior to the derailment. Several feet of tracks were ripped up in the accident. Most of the railway cars were brought back onto the tracks shortly after the incident but emergency crews worked several hours to "straighten out" a coal car and caboose.
Photo by Newton.

Includes a picture entitled "Last Barry's Bay train reaches station. Need to verify date.

Take the Phoenix, add a strip tease, and you have the capsuled story of 69 years of passenger trains on the Ottawa-Barry's Bay passenger service, where the last full train sang its own swan song by diesel last Saturday.

It's a Phoenix all right, for, just as that remarkable bird rose, new born from its own ashes, so does a gleaming, new rail diesel car emerge from three, dirty, dingy, dusty old Canadian National coaches, to run from Barry's Bay to Ottawa and return.

It's a strip tease all right, too. The Canadian National Railways, the wholesale stripper in this case, has stripped off miles of track in the west end, in Algonquin Park, and finally, west of Whitney.

Gone are the plush Pullmans of yesteryear, the svelte parlor cars, those New York connections, and Buffalo specials.

Stripped off two years ago from passenger service was the Pembroke branch. They have not bothered to clean off the tracks from Golden Lake this winter.

Where once there was a train a full 263 miles to Depot Harbor, now there is none. While six trains once were serving the Opeongo line, now only one solitary Budd car handles all the business.

As CNR Diesel No. 1302 growled her way swiftly through mounds of snow, last Saturday, one saw a changing vista of abandoned stations, broken panes, snowed-in outhouses, and forlorn station platforms. Meanwhile, the engine trumpeted her own raucous swan song. There were not even passengers down at the depot to see the last run.

Train No. 89 paused at Carp, rounded the bend at Golden Lake, then hit the hill for Wilno just beyond Golden Lake. The three-car passenger crawled across the 1000-foot altitude mark, then pushed on to the "Y" at Barry's Bay.

Here No. 89, the same train, suddenly became No. 90. Riding the cab eastbound, engineer Jack Culhane of Ottawa recalled that when he worked on this train 40 years ago, he was the youngest fireman on the line. Now, he sighed, he was the oldest engineer. With him was Fireman George Carrie of Ottawa, who gets "bumped" by the Budd car.

Few Passengers

Conductor Albert Seguin, Gatineau, reports 35 passengers westbound and 30 eastbound. A mother got on for a short run with her children, then returned to her home station.

Ghosts of old time high wheelers hustling through South March crossed one's mind as the throaty diesel ate up the miles. Fond memories of John R. Booth, of the big shots of the old Grand Trunk were conjured up, and in the middle of this day dreaming, was the Union Station.

G.T.R. Gunn, the CNR superintendent, was there to greet the last train. It was more like a wake.

On Sunday, the service had been transformed. The new rail diesel car, which will run to Ottawa in the mornings, arriving by 8.30, and return to Barry's Bay in the evening, reverses the schedule formerly followed by the train.

29/04/1959 *Ottawa Citizen* *Carleton Place* *Britannia*

Britannia Guard Killed by Train .

By Dave Struthers Citizen Staff Writer

A railway crossing guard died instantly last night when he was hit by a train as he leaped to warn teenagers away from the RR gates at Britannia Park.

Employed by the city as a special guard at the crossing leading to Lakeside Gardens, Alexandre Synek, 68, of 498 Somerset West, had been on duty at the crossing for the past three summers.

He stepped from his shack as a Dayliner hitting better than 55 miles per hour whistled for the pier crossing.

He managed to pull down his north gate then tried to race across the track to shut the opposite barrier witnesses said.

The elderly man apparently either slipped or was a bit slow getting across, police indicated.

Hurled 118 Feet

The left side of the cab of the streamlined diesel car struck him at the hip and hurled his body 118 feet down the track.

The train had Ben Chapman of 84 Hinton Avenue as engineer.

A group of teenagers bound for a special class on life saving had just stepped off the Britannia streetcar on the south side of the crossing as Synek started his fatal dash.

Between trains the gateman sat in a small sentry-like shack on the north west side of the tracks.

"He must have been a bit slow getting out of the box when he heard the dayliner and only got one gate down," a policeman said.

Seeing the youngsters on the south side of the track where the right of way parallels the tram track he dashed to shut the other gate and stop the youngsters.

"He seemed to slip he was almost across the track when the front of the train slammed him," Gail Gordon, 17, of 262 Parkdale told police.

Gail was walking with Angelina Sztepa, 15, and three other girls all bound for the life saving course.

Sgt. King Ackland and Const. William Lytle Investigated at the cen of the 7.20 p.m. accident.

Coroner Dr. W. T. Kendall said the man died almost instantly.

An inquest is expected.

A retired railwayman Mr. Synek leaves two sons, Oscar of 498 Somerset Street, an engineer with the Canadian Pacific, and Camille of 46 Nelson Street.

Funeral arrangements are incomplete.

The fatal accident again points up the urgency of early federal government action to make available about \$12,000,000 for the second phase of the NCC railway re-location program.

Under this plan, which will take five years to complete, the CPR main line passenger train service will be discontinued on the line through Britannia Park and over the Interprovincial Bridge between Ottawa and Hull.

That part of the CPR tracks from West Ottawa station west to Churchill Avenue will be kept in use for local freight service purposes.

Commenting on the accident City Recreation Commissioner J. A. Delude said he hoped for an early relocation of the CPR line.

"The crossing splits the park and we are hoping to hear the train line will be relocated soon," he stated

"I am most sad over the death of Mr. Synek a most reliable man for us he has been a great help out there," he went on.

"I understand negotiations are to start with the aim of moving the railway lets hope it will be moved soon."

04/05/1959 *Ottawa Citizen* *Chalk River* *Alexandria*

At Almonte

Tries To Free Bike Boy Killed By Train

ALMONTE (SpeciaD-Donald Cochrane, age 10, died in the Rosamond Memorial Hospital shortly after 6 p.m. on Saturday as a result of injuries he received when struck by a diesel engine west bound freight train at 3.15 Saturday afternoon.

The young boy was apparently trying to free his bicycle which was caught in the tracks at the Bridge Street crossing in Almonte.

Rushed to the hospital by Kerry-Scott ambulance, he was attended by Dr. Otto K. Schulte. It was discovered he was suffering from multiple fractures, internal injuries and shock.

The boy was conscious at times but died three hours after the accident occurred.

Coroner Dr. A. A. Metcalfe said an inquest would be held.

OPP Constable Keith Crockford of the municipal detachment investigated.

Conductor of the train was Gerald Smith and the engineer was John Leach, both of Smiths Falls.

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05/05/1959 *Ottawa Citizen*

Ottawa Electric

Ghost Trains "Tip-Toe" Across City

If you see the old street car trundling down Sparks and other streets these days don't feel that the OTC has some second thoughts on its new bus services.

Some eyebrows were raised this morning when a street car was seen moving westerly along Sparks Street.

OTC General Manager explained that the car was definitely making its last run this time right to the scrap heap at Richmond Road and Richardson Avenue.

There are still a number that will have to make the final run from Cobourg Barns near Charlotte and Rideau.

Mr. Brady also said that the OTC now has in service 10 buses with double rows of seats on either side of the vehicle. Their main function will be for sight-seeing and charter runs within the city. These have a 51-passenger capacity, while the other 100 new buses have seats for 45.

12/05/1959 *Ottawa Citizen*

Walkley Line

"Train Runs Wild" Spills

At the CNR Walkley Road yards the wind sent five box cars and a caboose rolling along a siding and into the main line where a boxcar was derailed. In the Central Control office flashing lights on the dispatcher's office warned of the run-away train

The cars rolled down to Hawthorne Avenue where a car was derailed and the run-away cars stopped. But it blocked the main line just before the Super Continental, Montreal bound passenger train arrived. Ottawa passengers were brought to Union Station by taxi but the crack passenger train was held up for 90 minutes..

12/05/1959 *Ottawa Journal*

Walkley Line

Walkley Yard

Runaway freight cars.

Six C N R freight cars, one of them a caboose, were moved out of the Walkley yards by the force of the wind. Some of the cars had been braked, but they skidded along with the rest of the rolling stock and on to the main line.

The caboose broke loose and started on a two-mile mile downhill run toward Hawthorne under wind power.

One of the other cars derailed and stopped the remaining four.

The Super Continental, coming in to Ottawa from Montreal, was safely stopped by the railways traffic control system and delayed one hour and 25 minutes.

Passengers were brought in to Ottawa by taxi cabs.

Boxcar topples over.

On another siding at the Walkley yards, an empty box car was set rolling by the wind until it toppled over.

13/05/1959 *Ottawa Citizen*

Sussex Street

Smyth Road

15 Train Cars Hit Automobile Trapped On Rails

The city's toll of train-car collisions at unprotected level crossings went up another notch today at the Smyth Road CPR crossing.

Robert Poaps, 28, of 932 Chapman Boulevard, escaped unhurt from the crash at 8.30 a.m. which peeled away the front of his auto, while he sat inside, unable to get out.

The car was spun sideways by the engine and wedged in a ditch as each of the 15 cars on the Toronto to Ottawa pool train chipped away at the front of the car in passing.

Poaps told Constables Harold Collins and Lester Thompson he did not see the train until he was almost on the tracks. He jammed the car in reverse but did not get away in time.

Poaps' car was southbound on Smyth Road from where view of the tracks for eastbound trains is blocked off until two car lengths away.

The Smyth Road crossing is one of three in the immediate area which have been under fire from residents in the Billings Bridge and Alta Vista area as dangerous because of their lack of protection from wigwag signals.

19/05/1959 *Ottawa Citizen*

Carleton Place

Acres Side Road

Grid Star Jumps Clear As Train Wrecks Car.

Former Ottawa Rough Rider quarterback Hal Ledyard, 27, jumped from his stalled station wagon seconds before it was destroyed by a speeding diesel locomotive Saturday.

Ledyard, who lives at 10 Donna Street, City View, landed in a deep ditch as the two-unit train struck his machine squarely on the right front door. He was taken to Civic Hospital for treatment of minor cuts and bruises and shock, but was not admitted.

The accident occurred at the CPR crossing on the Acres side road, connecting Highways 15 and 17, half a mile west of the City limits. There is no warning signal at the crossing.

Ledyard told Nepean-Gloucester police constables Peter Monette and Wilf Mahoney he had seen the train approaching and had put on his brakes, but his car slid onto the crossing. He said he tried to move his machine away, but the motor had stalled.

"I made a couple of attempts to get it going, but it wouldn't start," he said. "I knew I wasn't going to be able to get it moving, so I jumped. Even at that, it was close. The train was right on top of me."

Engineer Harry Barber, of 71 Holland Avenue, operator of the westbound Brockville Dayliner, said he saw the blue station wagon slide onto the tracks. He said he had been sounding his whistle for the crossing, and redoubled his blasts when the machine did not move off his right-of-way.

The collision bent the station wagon into a right angle, completely demolishing it. Damage estimated at \$1,000 was done to the front end of the train, which was held up for almost two hours.

"At first, it was believed Ledyard had been struck as he leaped from his vehicle. Witnesses said he appeared in a semiconscious state although still on his feet. But hospital doctors said he was suffering only from shock, and that the injuries from his fall were negligible.

Ledyard is still on the roster of the Rough Riders but has not been invited to training camp and it is understood the club is trying to make a deal for him. He previously played with the University of Chattanooga and San Francisco 49'ers.

20/05/1959 *Ottawa Citizen*

Beachburg

Dunrobin

30 loaded cars of a 68-car CNR freight train were derailed this morning near Dunrobin, about 20 miles west of Ottawa on the main line of the railway.

No one was injured in the derailment which occurred at about 10 o'clock as the freight headed towards Ottawa between Dunrobin and Malwood (near the Constance Bay Road crossing).

Railway officials arranged to have traffic re-routed over CPR trackage until the line has been cleared, and the reason for the derailment found. The freight was made up of 50 loaded cars and 18 empties.

Train Derailed

The main line of the CNR was tied up this morning when 20 cars of a 68-car freight train were derailed at Dunrobin, 25 miles west of Ottawa. There were no injuries.

Railway investigators are attempting to determine how the cars, in the middle of the train, were thrown off the track. They were all loaded and pulled by a three-unit diesel engine.

The derailment occurred at 6.30 a.m. and railway officials said the line should be closed late this evening or Thursday morning.

Caption to Picture

CNR work crews, laboring since 10 a.m. yesterday, to clear the wreckage of this spectacular pile-up near Dunrobin Ont. - about 20 miles west of Ottawa - expect to have the mangled 1,800 feet of track replaced and debris cleaned up by late this afternoon. Nobody was injured in the derailment but damage will run to many thousands of dollars, CNR officials say. The 68-car freight running east from Capreol Ont. to Ottawa on the CNR main line appeared to break in half atop a slight embankment and 32 broken cars spewed grain, bags of flour, lumber and pulp wood over the countryside. Until order is restored, the 4 regular passenger and 4 freight trains using the line daily will be re-routed on to CPR tracks.

21/05/1959 *Ottawa Citizen**Beachburg**Dunrobin***Derailed at Dunrobin. - 32 cars leave line. (with picture)**

CNR work crews, laboring since 10 a.m. yesterday to clear the wreckage of this spectacular pile-up near Dunrobin, Ont. - about 20 miles west of Ottawa, expect to have the mangled 1,800 feet of track replaced and debris cleaned by late this afternoon. Nobody was injured in the derailment but damage will run to many thousands of dollars, CNR officials say. The 68-car freight running east from Capreol, Ont., to Ottawa on the CNR main line, appeared to break in half atop a slight embankment and 32 broken cars spewed grain, bags of flour, lumber and pulp wood over the countryside. Until order is restored, the four regular passenger and four freight trains using the line daily will be re-routed on to CPR tracks.

10/06/1959 *Eganville Leader**Renfrew***Suggests Change In C.N.R. Schedule**

June 10. Canadian National Railways has been presented with a proposal to alter the schedule of the railiner operating Between Ottawa and Barry's Bay.

James Baskin, M.P., for Renfrew South, suggested the new schedule during a meeting of officials last week in Ottawa. He said he met with municipal leaders along the Branch Line, and was felt passenger earnings could be increased by altering the schedule so that the train left Barry's Bay later in the morning and returned from Ottawa later in the afternoon, ie proposed the Railiner make a trip down from Barry's Bay 7 a.m. for a 10 a.m. arrival in Ottawa and leave Ottawa at 6:15 p.m., arriving in Barry's Bay at 9:15.

The Railiner, placed into trial service March 2nd, has been in operation 13 weeks, and is handling an average of 20 revenue passengers a trip between various points on the line.

15/06/1959 *Ottawa Citizen**Renfrew**Rideau Canal***Believe Train Killed Father Of 6 Children**

Believed struck by a train, Lionel Morn. 44, of 138 n1/2 Isabella Street, was found dead lying beside the CN railway tracks near Pretoria Bridge shortly before midnight Saturday.

Police said that Watchman Michad Furgoch, of Glen Robinson, reported to them that an unidentified young couple came to his shack and told him there was a man lying beside the tracks at the west end of the swing bridge at Pretoria.

An Exclusive ambulance was rushed to the scene but the man was dead on arrival of police. His injuries were consistent with being struck by a train but there was no way to determine exactly when the accident occurred.

The victim carried no means of identification but he wore a war service badge and his identity was established after checking with the war records branch.

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23/06/1959 *Ottawa Citizen**Carleton Place*

Like a turtle with a wooden leg. the afternoon pool train to Toronto limped through Hull and then proceeded to loaf her way to Toronto. It was the first time I had travelled all-

diesel on the so-called fast afternoon train to Toronto.

No. 263. with diesel power was comparable to some "Slow Train to Yesterday".

A diamond-stacked wood burner would seem no more absurdly out of date in 1959 than does the present nineteen-thirties schedule. They are going to Toronto today almost a full 60 minutes slower than they were doing 28 years ago.

You get wartime speed at 1959 prices; parlor car seats have now gone up to \$2.50.

The CPR diesel stalled around with her outmoded schedule at Carleton Place and Smiths

Falls. and she operated at retarded time all the way to Brockville. There she waits a full 25 minutes. The train takes two hours to go 75.2 miles.

So. after being treated as country cousins by both railways in and out of Brockville (Montreal passengers travel 127.1 miles while we Ottawa folk go only 76.2 miles) on we

go to Toronto. we'll get another agonizing lay over at Brockville en route back to Ottawa.

The diesels today do no better than Sir Henry Thornton's high wheelers back in 1930. Since pooling. the CNR has gone "ahead" backward - with infinitely faster power.

It was exasperating to see those mighty diesels loafing through their 30-year-old time card. Both railways play it cosy. with a sneer for the passenger.

What is needed on the Toronto run is to cut the time by an hour. They take six hours and 15 minutes now; the CNR did it on their own rail, via Harrowsmith, in five hours and something, back in 1931. The CPR pretty much matched it via Tichborne on their old "Royal York"

I suggest the railways change and save the Ottawa people from dying a slow death on this devious, dreary. delaying journey.

The CPR does it on a pooled service from Montreal to Quebec. while the CNR does the same on the Montreal-Toronto run. Pick one line, then cut the schedule to 4 1/2 hours. They can do it easily.

If a quarter century ago they could do the job with a hand-fired, coal job. you would think they could do better now for the travelling public instead of offering this railway relic.

25/06/1959 *Ottawa Journal**Kingston (CN)**Lancaster***Derailed At Lancaster**

LANCASTER, Ont. Twenty-three cars of a west bound Canadian National Railways freight train were derailed Wednesday night, tying up traffic on both tracks of the CNR's main line between Toronto and Montreal until this morning.

No one was injured in the wreck, believed to have been caused when a wheel assembly on one of the train's approximately 90 cars developed trouble.

The derailment occurred about one-quarter of a mile west of this village 13 miles east of Cornwall.

One of the tracks was cleared this morning. by wrecking crews from Montreal. The overnight passenger train from Montreal to Toronto was reported running five hours behind schedule because of the mishap.

02/07/1959

Ottawa Citizen

Alexandria

Ottawa Union

In a driving rainstorm that sent water cascading through the leaky canopy of Union Station, the Queen and Prince Philip left by train for Hamilton last night, after a 26 hour visit in Ottawa

The rain which had held off all day for the public functions finally came down just after eight o'clock.

During her Ottawa visit ---omitted---

Governor-General Massey, Prime Minister and Mrs. Diefenbaker, all in formal dress, met the couple, who appeared tired but relaxed at the Besserer Street entrance to the station.

In the station some 500 spectators pressed tightly behind naval personnel from HMCS Gloucester.

After quiet goodbues the Queen and Prince Philip stepped inside their car and returned a few minutes later to wave their farewells.

CNR engineer Floyd Goodfellow took the 16-car royal train away with a whisper.

Queen Elizabeth left Hamilton aboard the royal train for Brantford, Ont., at 12.36 p.m. after a 2 1/2 hour tour of the steel center.

06/07/1959

Ottawa Citizen

Lachute

Boy injured in fall off trestle.

A Hull boy is in serious condition after falling 280 feet onto a railway line Sunday afternoon.

Michael Ross, 10, of 160 Dumas Street, Hull was riding his bicycle across the CPR trestle near the Canada Cement Company plant when he fell off the bike, over the side of the trestle and landed on the railway line to Maniwaki that runs beneath the trestle.

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10/07/1959

Eganville Leader

Renfrew

Killaloe

July 10. Blame Hill For Crossing Accident

Killaloe - A coroner's jury recommended at the inquest on Gordon Trodd, 9 Laurentian, Deep River, that the hill before the Killaloe rail crossing should either be done away with, or a wig wag should be erected to warn motorists of coming trains. Trodd, about 40, a machinist at the Atomic Energy Plant at River, died early on the morning of June 20 when his car crashed into the rear end of a CNR dayliner at the Killaloe rail crossing 35 miles south of Pembroke.

The victim's 12 year old son, Russel, who was in his father's at the time of accident, but escaped unhurt, was too upset to give evidence.

17/07/1959

Ottawa Citizen

Chalk River

Petawawa

Train Kills Soldier At Petawawa

PEMBROKE (CP) -Tpr. Morton W. Downey, 27, of Fort William, Ont., was killed Thursday when struck by a westbound Canadian Pacific Railway passenger train near the Petawawa Military Camp 20 miles west of here.

Police said the soldier, who was stationed at Petawawa with the Fort Garry Horse, appeared to have been walking or sitting on the track when hit by the train.

22/07/1959

Ottawa Citizen

Carleton Place

Scott Street

Scott-Driveway Lights In Use

Long-sought traffic signal lights went into operation at three o'clock this afternoon at Scott Street and Island Park Drive.

The new lights serve a dual purpose. They not only govern traffic flow at the intersection but give warning of approaching trains on the CPR right-of-way north of Scott Street.

When a train approaches a crossing, all lights at the intersection will go red, and at the same time, arrow signals will operate to direct the east-west flow on Scott Street.

To further expedite traffic at this point, Patricia Avenue becomes one-way southbound street, from its connection at Island Park Drive through to Mailes Street, one block south of Scott Street.

23/07/1959

Ottawa Journal

Alexandria

Alexandria

Derailement Ties Up Main Line

ALEXANDRIA, July 23. (Special) The CNR's Continental Limited ran into difficulties when it jumped a switch and rammed into six cars on a spur line near the Alexandria station at 9.50 this morning.

The two end cars on the Continental left the track as the result of the impact but CNR officials say nobody was seriously injured.

One of the coal cars on the spur line jumped the tracks and fell on a parked car.

An engine is being sent to clear the main line and get the Continental back on its run to Montreal.

23/07/1959

Ottawa Citizen

Alexandria

Alexandria

Train Flip Buries Man Under Coal

ALEXANDRIA (Special) A local coal delivery man was buried up to his neck in coal today when the CNR's Continental careened into a siding and bunted into a string of box cars here at 9.56 a.m.

Cars Derailed

The train's two driving units and four box cars and a coal car on the siding were derailed but not upset. No one on the train was injured.

J. L. Gauthier, 61, who was shovelling coal from the coal car was buried under the load but was freed in about 10 minutes by town residents. He suffered only minor cuts and bruises and was treated at the scene.

The Continental, which was travelling about 50 miles an hour when it veered into the siding, was running to Montreal from Vancouver. It does not stop at Alexandria.

The derailment blocked a crossing on Highway 34 until about 11 a.m. Police rerouted traffic several miles around.

Traffic on the rail line was not disrupted as trains can travel on other tracks. Two additional driving units were tailed in to haul the Continental to Montreal. It was delayed about two hours.

Officials at the scene said damage was mostly to two empty box cars which were knocked off their undercarriages.

Saw Crash

The derailment was witnessed by Clarence Ostrum, The Citizen's Alexandria correspondent who was standing on the station platform located at the north end of the town.

"I was watching the train coming through when all of a sudden it swerved violently. I knew some thing was wrong so ran to get my car out of the way".

Another auto parked near the station platform was demolished by one of the box cars which catapulted off the siding.

Mr. Ostrum said the train swerved into the siding about a quarter mile from the station and had slowed considerably when it hit the box cars.

Alexandria residents recall that a similar train accident happened in the town on June 5, 1929. No one was killed or injured then but the derailed train ripped away the west end of the station.

24/07/1959 *Montreal Gazette*

Alexandria

Alexandria

Crack CNR Continental Partially Derailed

Alexandria, Ont., July 23 The CNR's eastbound Continental Limited was partially derailed today when it was accidentally switched into siding, in error and smashed into five freight cars and a coal gondola.

Nobody was seriously injured.

The crack Vancouver-Montreal express, which usually roars through the station in this town about 20 miles north of Cornwall at 80 miles an hour, came through much slower today.

The engineer apparently saw the open switch on the main line and braked but the train had too much momentum to stop before hitting the other cars.

The train crashed into the lead car and buffeted the rest down the siding until it hit the coal gondola. It pushed all the cars off the rails.

The gondola was carried down the track and came to rest in the station parking yard in an upright position.

Joseph L. Gauthier of Alexandria, who was unloading coal from the gondola, said he heard the train whistle and took no notice. Next he heard a crash and a roar. "Next thing I knew I was buried in coal up to my neck," he said.

Mr. Gauthier said he yelled for help and someone came and dug out of the coal pile. He suffered slight injuries.

Railway officials here said the main line suffered no damage and a local train picked up the Continental's 12 cars and resumed the journey to Montreal.

The officials said if the train had been travelling at its normal 80 miles an hour the derailment could have caused heavy loss of life. A number of passengers were reported slightly injured. They were attended to by a local doctor.

The engineer was Joseph Ouellette of Montreal. The train was in charge of Conductor Jack Carrol of Ottawa.

24/07/1959 *Ottawa Journal*

Alexandria

Alexandria

AT ALEXANDRIA

Quick Thinking Engineer Averts Heavy Loss of Life

ALEXANDRIA. A quick-thinking engineer slammed on the brakes of the CNR's crack eastbound Continental Limited as it roared through here Thursday averting a serious accident.

Engineer Joseph Ouellette of Montreal saw an open switch and managed to reduce speed as the two powerful engines pulling 12 passenger-laden cars ran up the siding

The engine plowed into five freight cars, knocking them from the rails, and slammed a coal gondola into a parking yard before stopping in an upright position beside the rails. No one was seriously injured.

Officials here said if the Vancouver-Montreal train had been doing its usual 80 miles an hour through this town about 20 miles north of Cornwall there could have been considerable loss of life.

10/08/1959 *Ottawa Citizen*

Walkley Line

Will Drop CPR Train

The Board of Transport Commissioners today gave permission to the Canadian Pacific Railway to abandon passenger service on the Ottawa-Waltham line.

Signed by Rod Kerr, Chief Commissioner, the decision terminates service for passenger trains after almost 70 years. It is understood that the Canadian Pacific will terminate passenger service on "The Pontiac" as soon as they can give 30 days' notice to the public. It may come before the fall time changes go into effect. Express will be handled three times a week by way freight, and two other days by truck.

13/08/1959 *Ottawa Citizen*

Sussex Street

Pressland Avenue

SPUR USE

CPR Trains Will Stop For Autos

The CPR has agreed to a city proposal that all freight trains come to a full stop before proceeding over a crossing at Pressland Road in Overbrook

Trains will be flagged over the crossing, where train traffic is light and slow moving by CPR trainmen. The same procedure is being followed at crossings on similar CPR sidings in the area.

R. M. MacDonald, CPR director of operation here, said that the move is not unusual where secondary spur lines were serving freight sheds and a limited number of industries.

This particular line runs from the Ottawa West station to Overbrook by way of Alta Vista and Hurdman's Bridge.

22/08/1959 *Labor*

Brockville

Brockville Tunnel

With a picture of 6551 about to emerge southbound from the Brockville tunnel

With girls in shorts and a present day diesel, a modern touch is given to an old scene here - the re-enactment of the opening 100 years ago of this railroad tunnel at Brockville, Ontario. The girls cleared the tunnel of cows that strayed in during the night. The tunnel is believed to be the only one in North America with doors. These doors were normally closed at night to keep cattle from wandering in. If left open by mistake the cows had to be driven out the next day.

02/09/1959 *Ottawa Citizen*

Waltham

IMPORTANT NOTICE

All passenger train service at present provided by Canadian Pacific Railway Company between Ottawa, Ontario, and Waltham, Quebec, and all intermedial points on the said line will be discontinued effective October 1, 1959.

03/09/1959 *Ottawa Citizen*

Maniwaki

WHAT'S THIS ?

Passengers waiting for a CPR train at stations between Maniwaki and Ottawa got a surprise this morning when a chartered Colonial Coach bus with a CPR conductor in charge picked them up instead. The regular rail dayliner was blocked by two washouts, at Alcove and Aylwin. CPR Conductor J. H. Morris of Prescott, is shown helping lady passenger Mrs. James Walker, of Wright, Que., off the bus, which arrived on train schedule at 10.35 a.m. with 22 passengers. Bus driver Leo Carroll grins in the background behind amused passengers. Photo by Newton

03/09/1959 *Ottawa Citizen*

Maniwaki

The CPR Dayliner from Maniwaki, due in Ottawa at 10.35 this morning was stopped north of two washouts on the line. Yesterday's heavy rain caused a washout at Alcove, about mile 23 and another at Aylwin, about mile 47 on the CPR's Maniwaki subdivision.

The bulldozer, work train and work crews are at work repairing the washed-out railbed but officials had no idea today when the line would be re-opened.

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Rail service was replaced temporarily by buses. A Colonial Coach bus, with a CPR conductor in charge, completed the morning run from Maniwaki today with 22 passengers.

(Caption of picture showing CNR 3664) Showing evidence of the terrific impact is the wreckage of the diesel engine which, pulled a local freight train into the side of the Ottawa-Toronto pool train at Brockville. Two women were killed and 14 other persons injured in the crash. The diesel engine derailed the track after the crash, while the first box car knifed into -- passenger train.

With debris flying, Ottawa nun waited for coffee in the diner.

BROCKVILLE - The waiter was bringing Rev. Sister Mary Bernard of the Holy Cross Sisters of Ottawa, a cup of coffee when the crash occurred.

Sister Mary Bernard was sitting in the corner of the diner right near the door into the next coach. She and another nun from Kingston had gone into the diner five minutes before.

"There was a very bad jerk and everything flew off the table, even the table cloth," said the 35-year-old nun in her room at St. Vincent de Paul Hospital here this morning.

Chin Cut

Sister Mary Bernard suffered a cut to her chin and complained this morning of a stiff right knee.

"Seconds later, there was another jerk and a crashing sound in the center of the diner. Everything went dark with dust and pieces of debris flying about. It was like hail. The diner tipped over to the right.

"I stayed on my chair but the other sister fell on the floor."

Although pale, Sister Mary Bernard was able to recount her experiences calmly until she said "two men were pinned under a table and we could hear them calling for help and moaning. We couldn't reach them because of the debris."

Help Arrived

Sister Mary Bernard said people soon arrived alongside the diner to help those injured.

"We told them we were all right but there were two men pinned under the table. A man with a step ladder came along and got us out the door."

Sister Mary Bernard said that a Mrs. Cook who lived near the crash scene, took the two nuns to her home and made them coffee. Her husband later drove them to St. Vincent de Paul Hospital.

The Kingston nun, who was not identified by Sister Mary Bernard left the hospital early this morning and Sister Mary Bernard expects to leave tomorrow after an X-ray examination of her injuries.

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Like Broken Paper Bag

The diesel engine pulling the local freight jumped the track after the impact. The first boxcar jack-knifed into the side of the diner, trapping the injured and tilting the smashed car on a precarious angle.

Indications of the CNR's view of the seriousness of the tragic accident is the fact that S. F. Dingle of Montreal, vice-president of operations; Jack Stevenson of Montreal, chief of transportation for the entire system; and W. H. Kyle of Toronto, vice-president of the central region, are all on their way to view the scene.

O. Boivin of Montreal, general superintendent of transportation for the CNR, arrived in Brockville this morning to take charge of the investigation.

Mrs. Joan Gresswell, whose home is on Park Street, opposite the scene of the wreck, said she was working in her kitchen preparing the evening meal when she heard a sound like a paper bag being broken.

Blood stained articles of clothing, dishes dining car chairs and numerous shoes littered the area when firemen reached the scene.

Brockville Civil Defence Coordinator Percy Markell, rushed to the scene with a crew of 20 men. Going to work immediately they braced the tilting dining car, preventing it from tipping further while the injured were removed.

Ten doctors and 18 nurses received the injured as they were brought to Brockville General Hospital by ambulance and private cars. Three operating rooms were put to continuous use until after midnight.

As the injury toll mounted, hospital superintendent J. J. Wilson, requested an emergency blood supply from Red Cross headquarters in Ottawa. Mrs Corbeil and her sister Mrs. Surprenant, who was injured, were to spend this week visiting their sister-in-law in Toronto.

Mrs Corbeil, a widow, leaves one son, Sylvio of Orleans and two daughters, Mrs. Paul-Emile (Jeanne) Schnupp and - Mrs. George (Cecile) Chartrand, both of Eastview.

Gordon Patterson is in critical condition in hospital, unaware that his wife was killed in the accident. He retired last June as professor of languages at the University of Toronto.

CNR Still Probing Collision

BROCKVILLE (Staff) - Investigation into Monday night's train collision here, which took two lives, is continuing today following the visit to the scene of three top-ranking CNR officials.

The condition of three critically injured persons in Brockville General Hospital remains unchanged.

They are Mrs. J. Elphege Surprenant, 66, of 335 Third Avenue, Eastview; Gordon Patterson, of 56 Humber Avenue, Toronto, both passengers, and Bill Veloshanoff of Toronto, CNR dining car employe.

S. F. Dingle, CNR vice-president of operation; J. H. Stevenson, chief of transportation for the entire CNR system, both of Montreal, and W. H. Kyle, vice-president of the central region, Toronto, visited the scene late yesterday to hear first hand accounts of the accident.

A CNR spokesman said today the railway would issue no statement regarding the reason for the crash until the investigation was complete and the inquest held. No date for the inquest has been set.

Train toll now at 3

The death toll in last Monday's train collision jumped to three this morning as Gordon Patterson, a retired University of Toronto professor of languages died in his sleep.

the victim's wife, Mrs. Dorothy Patterson of Toronto, was killed outright in the crash but this fact was kept from her husband because of his own critical condition. The other victim was Mrs. Rene Corbeil, 70, of Orleans.

The accident occurred Monday evening when a freight train sliced into the Ottawa-Toronto pool train as it was being shunted at a Brockville siding. Originally 14 persons were injured, but only three remained in hospital today.

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4 DEAD

Will Hold Inquest Into Crash

BROCKVILLE (Special) An inquest into last Monday's train collision here will definitely be held. District Coroner Dr. G. W. Jones said today, following the death of Mrs. Alphege Surprenant, 65, of 335 Third Avenue, Eastview, early this morning.

The death toll as a result of the crash now stands at four. Gordon Patterson of Toronto, the third victim, died yesterday morning. Bill Veloshanoff of Toronto, still remains in critical condition with severe groin and head injuries.

Mrs. Surprenant died at 4.55 a.m. at Brockville General Hospital, from a fractured skull and multiple internal injuries.

Dr. Jones said no definite date for the inquest has been set.

The train collision occurred last Monday when a freight train knifed into the Ottawa-Toronto pool train as it was being shunted on a Brockville siding. Mrs. Dorothy Patterson of Toronto, and Mrs. Rene Corbeil of Orleans, were killed outright, while 14 persons were injured.

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Ottawan Leaves Hospital After Brockville Wreck

Col. A. O. Monk of 295 Fifth Avenue, injured in the Brockville train wreck of last week which claimed the lives of two Ottawa area women plus a Toronto couple, was released from Brockville General Hospital today.

Still on the hospital's critical list is Bill Veloshanoff of 9 Theresa Street, Toronto. Hospital authorities last night said there is no change in his condition from the time of the accident.

The only other victim of the wreck still in hospital is James Stack, 57, of 547 Victoria Park, Toronto. Mr. Stack, recovering from a broken ankle was described as in good condition.

Mrs. Rene Corbeil, 70, of Orleans and Mrs. Dorothy Patterson of Toronto, died the night of the wreck. Mrs. Patterson's husband Gordon, a retired University of Toronto languages professor, died at 11 a.m. Monday. Mrs. Elphege Surprenant, 66, of 335 Third Avenue, Eastview, a sister-in-law of Mrs. Cornell, died Monday afternoon at 5 p.m.

Last passenger train on the Pontiac (with picture of #425)

The Age of Steam died on the Pontiac, when the last steam train arrived in Waltham last night, passenger service ended this week after 70 years.

The picturesque and historic Pontiac and Pacific Junction started operating trains to Waltham, the end of the line, in January, 1887. The railway was originally incorporated in 1880 and passenger service was progressively extended, first to Aylmer, then to Shawville, and so on till Waltham, now Mile 78.9, was reached on a January day 70 years ago.

The final run was made with steam, though the train for the past year has functioned with diesel power.

CPR train No. 643 described in the time tables as "mixed", left Ottawa Union Station yesterday at 2.50 p.m. standard time. She carried one express car and one day coach.

Strangely enough, the day coach had steam on which could not be turned off, and parboiled the passengers clear through to Waltham.

Death Knell

Engine No. 425 not only was sounding the death knell of steam, but was getting ready to go her last mile at the end of the run to the scrap heap. CPR No. 425 is a 4-6-0 engine, with a wheel arrangement thus: oo-000. It was "outshopped" in 1913 and therefore is 48 years old.

There were some sentimental touches about the last steam train up the Pontiac. Stationmaster Sam Bertrand was not only down to wave a fond farewell, but phoned his brother "Cap" Bertrand in Val Tetreau, and the "Cap" emerged from retirement to wave the Pontiac through his home town.

At Fort Coulonge, Hugh Proudfoot, former MP, was down to greet the through passengers and mourn at the passing of this 70-year-old train. Also joining the cortege of the Iron Horse at Fort Coulonge was William Kenney, the Citizen's resident correspondent for that area. Gallant lady

The gallant little old 46-year-old engine rarely tops 40 miles an hour, but once in a while she would let herself out to what seemed like a modest 42 or 43 mph, just to show she could do it.

Those who have never taken the CPR to Aylmer perhaps fail to realize how beautiful it is in the woods by the river, with a view of velvety golf greens on the north. To the south Lake Deschenes can be glimpsed, appropriately enough, through the oaks.

We "took the hole" at Breckenridge to let a 40-car diesel hauled ore train go by. We were ahead at Quyon, so there was a pause for pictures.

At Shawville, on came the kids. These youngsters go to the good schools of Shawville from towns up the line. Successive batches of youngsters, for years have been riding the Pontiac. Now the bus will serve them.

An interesting ritual was perpetuated at Campbell's Bay. The boys make a mad dash for the ice cream parlor, buy two cones, and sprint back.

Gareth McKnight of Waltham, with two vanillas, won the dash. Bearing two chocolates, Douglas Rabb of Campbell's Bay was a full eight seconds late. But they held the train. That's the kind of train the Pontiac is.

Dear Friend

A mournful few viewed the two-car local all along the 79.8 miles--- passing of a coffin of a dear friend.

Finally, the brave little engine, almost cartoon-like in proportions, emerged from the downpour and steamed into the station.

On time she had reached Waltham. She had also reached the end of an epoch.

The train crew was: Stanley T. Byron, conductor, 64 Poplar Street; John B. Murphy, engineer, Prescott Highway; Don Macpherson, trainman, 15 Irving Avenue; Erville Coleman, Carleton Place.

N.B. CP had to run the train until the 30th, and on the 29th and 30th, yard unit S-3 6552 did the honours.

01/10/1959 The Equity, Shawville Waltham

After about 70 years of operation, the passenger service on the CPR Waltham-Ottawa line was quietly discontinued yesterday. The regular train came up from Ottawa as usual last night, but on reaching Waltham turned around and went back to Ottawa. Today only the freight trains are running. The last run for the series 400 steam engine was on Tuesday, with engineer Jack Murphy at the throttle. Jack, a native of McKee (he is related to the McKees of McKee), now living in Ottawa, comes of a long line of locomotive engineers on the Waltham line. His grandfather, Joe Murphy, ran the first locomotive over the Waltham line during construction back in the '80s, and when the line went into use Joe was there too. In the course of time Joe's son Jack became a locomotive engineer with the CPR and from time to time worked the Ottawa - Waltham run. Now the last steam locomotive has been run over the line by young Jack Murphy bringing to an end the era of steam on Pontiac's Railway at almost the same time as the passenger service. Freight service on the line will continue. The present plan is to split the line into two sections at Wyman, and run a daily service from Waltham to Wyman, and another daily service from Ottawa to Wyman and through to the Hilton Mines. Freight out of Waltham in the morning will be picked up by the Ottawa freight train at Wyman the same day, on its way back to Ottawa from the mine. This service will operate six days per week. Express will be handled by truck on a daily basis, five days per week. At the moment, Overnite Express is handling all express, starting from Waltham at 7.00 a.m. This arrangement is not expected to be permanent. The CPR ticket offices along the Waltham line will remain open five days per week, and will sell passenger tickets on railway routes other than the Waltham-Ottawa line.

Caption to picture of 4-6-0 No. 425

The CPR passenger train is seen above as it stood for the last time, on the track at Shawville on Tuesday morning, headed for Ottawa. It ran the regular scheduled trip on Wednesday with a diesel engine replacing their usual steam engine, returning to Ottawa from Waltham during Wednesday night.

03/10/1959 Ottawa Citizen Chalk River Haleys

Train-Car Crash

Calumet Island Woman Level Crossing Victim

RENFREW (Special) A 52-year-old woman died in Victoria Hospital here late yesterday afternoon a little more than an hour after the car in which she was a passenger was struck by a train at Haleys Station, nine miles west of here.

Mrs. Rosa Rement of Calumet Island, was pronounced dead by Coroner Dr. L. J. Mulvihill about 5.30 p.m.

Two other occupants of the car, Mr. and Mrs. August Lemay, are in Victoria Hospital. Mr. Lemay, 58, believed to be driver of the car, is being treated for internal and head injuries and his condition is described as serious. His 51-year-old wife is being treated for severe shock.

Police said the trio were travelling south on the Portage du Fort road when their car was struck at a level crossing at Haleys Station, about 50 yards from Highway 17, by CPR Dayliner Number 260 travelling from Chalk River to Ottawa. The accident occurred at 4 p.m.

The car was hurled 60 feet by the impact and rolled over, coming to rest on its roof. The vehicle had to be turned over to remove the occupants.

The injured were brought to hospital here by McPhail and Perkins Ambulance and were treated by Dr. G. B. Burwell and Dr. Douglas Guest.

Mrs. Rement's body was taken to the W. J. Hayes Funeral Home in Shawville.

Conductor of the train was Ewen Kerr of Smiths Falls and the engineer was Kenneth Cope of Ottawa.

Investigation is continuing under Renfrew OPP Constable George Widdows

19/10/1959 Ottawa Citizen Alexandria Maxville

Boy, 18, Killed By Train

CORNWALL (Special) John Everett Maloney, 18, of Maxville, died yesterday afternoon when his car stalled on Prince Street railway crossing in the center of Maxville, and was hit by the CNR's Supreme Continental.

Police said the youth was "trying out" his brother James' car at the time. He was alone in the car and had planned to drive around the block. The victim lived on Main Street in Maxville.

Maloney was heading west on Prince Street, when the car's engine stalled on the tracks.

Coroner Dr. Moses Markson of Alexandria, pronounced the boy dead. Const. Bill Potter of Maxville OPP Detachment investigated, assisted by Const. F. C.

Doyle of District 11 Headquarters Cornwall.

It has not yet been decided whether an inquest will be held.

21/10/1959 Ottawa Citizen Chalk River Haleys

Man Charged After Death At Crossing

RENFREW (Special) - A charge of careless driving is to be laid against August Lemay, 58, of Calumet Island, Que., in connection with the train-car accident October 2 that took the life of a Calumet Island woman, Mrs. Rose Emond, 58.

Coroner's jury, ruled Monday night that the accident was caused "by an error in judgment on the part of the automobile driver."

Lemay was the driver of the auto that was struck at the level crossing at the Portage Du Fort Road at Haleys by a CPR dayliner.

Lemay told the inquest he had seen the train coming as he approached the crossing but thought he could get across safely. He said, "When I went to give the car gas it had no power, and stalled on the tracks."

23/10/1959 Ottawa Citizen Kingston (CN) Brockville

Blame Engineer In Crash

BROCKVILLE (Special) A coroner's jury today ruled that Engineer John Burns was "negligent" in the operation of his freight train when it collided with another train in the Brockville railway yards on Sept. 14.

Dismissed

The engineer has been dismissed by the Canadian Pacific Railway.

There is no indication of charges being laid against him.

Yesterday two witnesses testified Thursday that a "go-ahead green" instead of a yellow caution light was shining September 14, when a freight crashed into a CNR passenger train here killing five persons and injuring more than 20 others.

The inquest, which opened Thursday into the death of one victim, Gordon Patterson, 68, a University of Toronto professor, continues today. Also killed were Mr. Patterson's wife; Mrs. Alphege Surprenant and Mrs. Rene Corbeil, both of Ottawa and William Beloshanoff of Toronto.

A jury sitting under Coroner Dr. George W. Jones heard 24 witnesses and is expected to hear five more today.

John Burns and William Cutting, the engineer and fireman on the freight, both of Brockville, told a coroner's inquest at the United Counties Court House the block signal, which should have been yellow to caution them that a train was moving in the yards, was "go-ahead green" instead.

They said that when they came suddenly upon a red and white "stop and stay" signal at North Augusta Road, emergency brakes were applied, but failed to stop the 19-car train in time to avoid collision with the section of the Ottawa-Toronto pool train on a crossover switch near the Park Street level crossing.

Two Montreal men, and engine crew of No. 15 following closely behind the freight told the inquiry that they had "hit a yellow eye" at Sharpe's Lane and stopped their train when they reached North Augusta Road.

F. E. Clow, Prescott CNR signal maintainer, told the hearing that complaints had been received early in September from train crews who came through green blocks at Sharpe's Lane only to hit a red-stop signal at the North Augusta Road.

But, according to his testimony, work crews had checked all signals and switches in the Brockville area between then and October 14 and found them to be all working perfectly.

29/10/1959 *Ottawa Citizen*

Prescott

Second crash of train in four days.

Yesterday's car-train collision which wiped out an entire family of four was the second level crossing accident in two days for the CNR-CPR pool train No. 34 from Toronto.

The same engineer, Earl Fergus, of Smiths Falls, was in the cab for both crashes. Both were in the same general location and both occurred at approximately the same time of morning.

Yesterday, Mr. and Mrs. Warren Sim and their two children, Wayne, aged 7 and Peggy, aged 5, died when their small car was hit on the Hunt Club Road.

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Twenty-four hours and ten minutes earlier than yesterday's crash Wilbur Wilson, 51-year-old farmer of RR5.McCarthy Road, escaped death when No. 34 demolished his truck at the Walkley Road crossing.

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30/10/1959 *Eganville Leader*

Renfrew

Passenger Patronage Declining. Editorial.

A despatch from the Public Relations Dept. of the C.N. Railway to The Leader indicates that the number of passengers being carried on the C.N.R. daily service to and from Ottawa to this area has taken a decided drop within recent weeks.

During eight weeks in July and August, the average number of revenue passengers carried per train was 27 per week, but in the the last six weeks the average has fallen to 18.

Officials were hopeful that the announcement of reduced fares for group and individual travel, and the introduction of all-inclusive fares to western Canada would further encourage the use of the Barry's Bay rail service.

We will only note in passing that passenger patronage is the deciding factor in whether or not this service will be continued. It is the only logical yardstick to measure its usefulness, and if the returns do not indicate that the service is warranted, then it will most certainly be cut off, regardless of political or personal pressure or representations.

In the face of what happened to C.P.R. passenger service in Pontiac County a few months ago, and that in a county traversed by only one railway — and it was cut off— we submit that our parliamentary and municipal representatives did an excellent job of convincing the Department of Transport of the importance of continuing the passenger service throughout Renfrew County, but if public patronage of the service continues to deteriorate, they will be considered little more than a bunch of children acting for personal or sentimental reasons.

30/10/1959 *Ottawa Citizen*

Chalk River

Haleys

Freight Train Hits Car

One Killed In Level Crossing Collision

RENFREW (Special) One man died and three others were injured following a level crossing accident nine miles west of here at 4.10 p.m. Thursday.

Joseph Szaiai, 28, of 177 Garden St., Pembroke, died minutes after arriving at Victoria Hospital here. He was pronounced dead at 4.45 p.m. by Renfrew County Coroner Dr. L. J. Mulvihill. A post mortem conducted by Dr. Douglas Guest of Renfrew revealed the cause of death to be a massive internal hemorrhage.

Szaiai was one of four passengers in a car struck at the Portage du Fort Road level crossing at Haley by a CPR eastbound freight.

Frank Levai, 24, was treated at Victoria Hospital for lacerations of the face. Steve Verja, 23, was treated for abrasions to the body and right arm. John Jurak, 23, driver of the car, was treated for lacerations above the right eye. All three men live at 177 Garden Street, Pembroke.

The accident was investigated by OPP Constable Vincent Price who said the car was travelling south toward Highway 17 when it was struck by the slow moving freight.

The car was slammed into the northwest ditch some 20 feet from the crossing.

Sun In Eyes

Driver of the car John Jurak, told police that the sun was shining brightly in his eyes and he didn't see the crossing or train until he was on the tracks. Damage to the 1956 model car owned Ly Joseph Gerencser of 279 Lome at Street, Sudbury, was estimated at \$1,000. Police said the train was travelling only about five miles an hour.

The engineer of the train was Harry Wagner, 37, of Smiths Falls, and the conductor was Ethan Row, 44, also of Smiths Falls.

An inquest will be held but the date, has not yet been set.

The crossing was the scene of another level crossing accident, October 2, that resulted in the death of Mrs. Rose Emond, 58, of Calumet Island, Quebec,

04/11/1959 *Ottawa Citizen*

Beachburg

Beachburg

Truck Hits Train Driver Uninjured

PEMBROKE (Special) A Beachburg man escaped injury when the truck he was driving smashed into the engine of a CNR freight train at an unguarded level crossing about one mile south of Beachburg this morning.

Police said Marvin McLaughlin, 30, of Beachburg was travelling south and did not see the eastbound train until it was too late to stop.

Hawkesbury-Montreal Run

Decline in Passenger Traffic Given as Reason for Curtailment

By Fred Inglis Citizen Staff Writer HAWKESBURY - The people using the CNR's 54-mile Montreal-to-Hawkesbury line want their commuter train kept on not a hit-and-miss bus service, they said here Tuesday.

The CNR wants to cut its passenger service to a five-day commuter train on a 17-mile stretch between St. Eustache and Montreal.

The Board of Transport Commissioners heard evidence on both sides Monday and Tuesday and reserved decision on the CNR's application to curtail its service. On Monday, five CNR witnesses said passenger traffic on the Hawkesbury end of the line had dropped to an average of 20 passengers a day and told how the railway planned to continue its freight service and provide a trailer-truck express service.

Bus operator George Duhamel offered to establish an alternate bus service that would take over the passenger traffic between Hawkesbury and Montreal. Undependable?

On Tuesday, five people from the St Andrews East area scorned the bus deal as undependable in winter. They said they believed the Carillon power development and consequent expansion of industry and housing in the area put them on the verge of a vast industrial development. Thousands of new residents in the area could be served well only by a rail commuter service to Montreal.

Fred Whitehead of St Andrews East Board of Trade blamed heavy gravel trains for the rail line's poor condition that requires a 30-mile an hour speed limit which impairs the passenger train service to Montreal. Snow makes the roads impassable and to leave people at the mercy of the highways is "not reasonable," he argued.

Fritz Van Allam, of Carillon, said the group wants the board to grant a "three-year stay of execution" until the Carillon project is completed, to see what passenger service is required. The railway, he said, has not inquired into future needs.

Tupper Porter, of St Andrew's East thought that if the CNR improved its service with more and faster trains, it would win back many potential passengers.

Mrs. F. H. Hungerbuhler, of St Andrew's East disputed Mr. Porter's objection to rising at 6 a.m. to catch the 7.05 for Montreal. "We women don't mind getting up early in the morning," she told the commissioners.

Mayor Rosaire Gascon of Hawkesbury urged that the line be kept in full operation as it is.

Statement Challenged

A statement by Lorenzo Pilon, of Ste. Andrews that the bus service operated by his brother-in-law George Duhamel did not run every day during the winter, was denied by Mr. Duhamel, under oath.

CNR solicitor E. D. Angers pointed out that the rail line is not being abandoned, only the poor-paying passenger end of it. It was not a case of the railway abandoning its patrons but the patrons abandoning the railway 94 percent using the Montreal end of it and only six percent the 37-mile stretch from St Eustache to Hawkesbury.

He said a bus service had been promised and an express service would be even better than by rail. If at any time in the future it was shown that passenger service should be resumed, the CNR would be the first to want to get back into that service.

Hearing the application were Deputy Chief Commissioner Armand Sylvestre, Commissioners John M. Woodard and W. R. Irwin.

J. O. Latour, MP for Angenteuil-Two Mountains, argued in French for those opposing the CNR's application.

Deputy Commissioner Sylvestre said "it is the first time in my experience that so many charming ladies have appeared before the board to present their case."

He said no decision would be given at once but that the evidence given in French would be transcribed into English and a full examination will be given to all facts.

"We will do our best to conciliate the different opinions expressed here," he promised.

14/11/1959 *Ottawa Citizen*

Alexandria

Santa Claus Special Rolls In Today .

About 2,000 excited children and their equally thrilled parents travelled to Vars this morning to meet Santa Claus on his way from the North Pole.

Whole families clambered aboard a special 18-car train at Union Station and for many in this motor-car age, it was their first train ride as they rolled along the 18 miles to Vars. They arrived in good time to see Santa land by helicopter.

During the journey, Santa's helpers passed around refreshments for the children.

Welcome By Mayor

On the return to Union Station, the biggest single crowd to get off a train there all year helped Mayor Nelms to officially welcome Santa to Ottawa.

Excitement grew as Santa led off a long parade to A. J. Freiman's Ltd., accompanied by majorettes, Miss Ottawa Rough Rider and music of the Governor-General's Foot Guards Band.

The youngsters and their parents flocked to Santa's throne in "Fantasyland" at Freiman's where they filed past the red coated old gent to tell him their fondest desires in the way of Christmas presents.

Host to the excited children was Lawrence Freiman, president of A. J. Freiman Ltd.

16/11/1959 *Ottawa Citizen*

Alexandria

Vars

Picture

Santa Claus took the train Saturday on the last leg of his trip to Ottawa, after landing at Vars in a helicopter. Some 2,000 shouting children went in a special train to Vars to ride into town with the jovial gentleman. Used to all forms of travel old St. Nick helped one of the young ladies aboard as the train left for Union Station and a parade to A.J. Freiman's Ltd., where Santa "took orders" for Christmas in "Fantasyland."

They are trying to get rid of a railway that shouldn't have been built anyway. Word comes from Hawkesbury that the CNR is trying to abandon the Hawkesbury-Montreal branch.

I was among those who went down to Hurdman's Road in November, 1909, to meet the first Canadian Northern Railway from Quebec. It came via Joliette and was two hours late when it arrived at the corner of Mann Avenue and Hurdman Road. The long abandoned station can still be seen from the bus on Hurdman, where it is now the office of a roofing firm.

So finally, behind double-header 242 and 180, the new Canadian Northern train crept in for its Ottawa debut. I feel a bit old when I recall that 50 years have passed since that time.

Really, Ottawa did not need that railway at all. Already, there were three good railways between Montreal and Ottawa. The CPR North Shore via Papineauville and Hull, the Grand Trunk via Glen Robertson, and the CPR short line via Vankleek Hill, rendered the Hawkesbury-Rockland sector as superfluous.

L'Original, the county town of Prescott and Russell, and an old center, did not however, have a railway till the Canadian Northern got there. Nor did Rockland nor Hawkesbury know the sight of a parlor car or diner, till the Canadian Northern put on their de luxe daily.

Alas, the Hawkesbury-Ottawa section did not pay, and it was reduced to a gasoline-electric car as early as 1930. The depression gave it the coup de grace.

An amusing feature, reminiscent of Potemkin and how he fooled his girl friend, Queen Catherine. You will remember that Potemkin foiled Her Majesty in her tour across Russia by sending carpenters and actors ahead of her, who built fake villages. Then, of course, after the queen had passed and had gone to sleep further on, the actors and carpenters dismantled these Potemkin villages, sneaked past during the night, and had another village up ahead ready by morning.

Anyway, when the Board of Transport Commissioners had just about decided to close the Hawkesbury - Ottawa division, they went through it, viewing the stations from the observation platform of their private car.

But the CNR station agents, sensing that they would lose their jobs or at least get "bumped", made a deal with the local farmers and merchants. The CNR agents persuaded at least one man in each town to order a car. Then, on the afternoon the grapevine said was the day the Commissioner's special was riding the line, the boys got busy.

You never saw so many bales of hay, bags of potatoes coming on and off the box cars. It was all play acting, of course, and the cars were sent away empty the next morning.

The trick, however, worked, and the Board of Transport Commissioners appeared bamboozled. But not for long. The line was officially abandoned next year, and next time I was motoring on Highway 17 around Plantagenet somewhere around 1939 steel workers were demolishing the bridge across the Nation River. Now 20 years later, the rest of the line is to go. Thus ends a railway line, whose troubled beginnings I watched, 50 long years ago.

20/11/1959 *Eganville Leader*

Renfrew

CNR To Inaugurate Service On Sunday

November 20. Just before going to press this (Thursday) morning, Mr. James W. Baskin, M.P. called The Leader to impart the good and welcome news that the C.N.R. has decided to inaugurate a first-class service in connection with its dayliner beginning this Sunday.

Mr. Baskin has been in touch with Mr. W.H. Kyle, Vice-President of the C.N.R. in Toronto on numerous occasions in an effort to have the existing week-end service improved, and he has finally been authorized by the Vice-President to announce that the dayliner will henceforth leave Barry's Bay at 7 o'clock Sunday evenings and arrive in Ottawa at 10. After an hour in the Capital, it will leave at 11 p.m. to return to Barry's Bay where it will remain overnight to resume the daily schedule at present in effect.

25/11/1959 *Ottawa Citizen*

Renfrew

Keep Barry's Bay Run On Longer Trial Basis

Strictly on a further trial basis, the CNR has announced its Ottawa -Barry's Bay passenger train service will be continued "until next spring." In the latest effort to attract patronage, the CNR has augmented the Sunday evening service on the line. This consists of a Sunday evening train leaving Barry's Bay at 7 p.m., arriving Ottawa at 10 p.m., and departing from Ottawa at 11 p.m. Sunday to arrive in Barry's Bay at 2 a.m. on Monday.

The CNR, in making the announcement of continuance of the service until next spring, made these points:

1 Revised schedules for the service were worked out last March, following a canvass of the interested parties.

2 Despite these adjustments, the lack of increased patronage during the first six months' trial period had been "a distinct disappointment" to the railway.

3 All parties interested in maintenance of the line were urged "to do everything possible" to encourage people in the area concerned to use the service in the coming months.

4 If, in the spring, patronage has not increased to the point where a more satisfactory result is obtained, the CNR "will have no alternative" but to return to the Board of Transport Commissioners to place all the facts before that body and ask that "the railway be relieved of the obligation of maintaining the service any longer."

Highway Express

The CNR, during recent months, has re-arranged its express service so that it goes principally by highway. Economies in operating expenses have been effected wherever possible. The lack of increased patronage in recent months, however, still has left the CNR with "a substantial loss, even on an out-of-pocket cost basis without any consideration being given to necessary overhead or general expense."

27/11/1959 *Ottawa Citizen*

Kingston (CN)

Cornwall

Schoolgirl Is Killed

CORNWALL (Special) Rosemarie Campeau, 8, of Lancaster, was killed instantly early yesterday afternoon when she was hit by a westbound Canadian National Railway freight train.

The child, on her way to school, was standing in the center of the westline tracks watching an east-bound freight pass.

She apparently did not hear or see the westbound train approaching. Her body was found 200 feet from the point of impact. There is a boardwalk at the railway crossing which intersects Highway 34 in North Lancaster.

She was a student at St. Joseph's Separate School and was living with her guardians, Mr. and Mrs. Lauber at the time of her death.

28/11/1959 *Ottawa Citizen*

Carleton Place

Ottawa West

Stop sign relocated at Bayview and Scott

In an effort to prevent tie-ups of the CPR lines, a stop sign at Bayview and Scott has been relocated, Traffic Engineer Thor Neilsen said today.

Twice recently the Canadian, CPR crack trans-continental train, has been stopped by traffic piled up across the railway tracks at Bayview and Scott.

Mr. Neilsen said the stop sign was formerly located 45 feet away from the railway tracks. Because of traffic pileups it was lifted and re-located at a point 57 feet away from the nearest line of the tracks. In addition a large sign was erected well in advance of the stop sign to give motorists ample warning of the stop sign's location.

Motorists Stopping

Motorists have also been stopping on the tracks at the Parkdale Avenue crossing. The crossing is protected by a wig-wag signal and the traffic flow is controlled by lights at Scott and Parkdale.

But on a number of occasions the Canadian was stalled by cars parked right on the tracks.

Mr. Neilsen said he had received no complaints about the crossing. He said it is one of the oldest crossings in the area and added that little could be done about it.

"We warn motorists not to stop on tracks," he said. "How can we stop them when they are warned by lights and wig-wag signals."

Revised Schedule Suggested For C.N.R. Railiner. Editorial.

December 11 - Apparently James W. Baskin, M.P. Renfrew South, is becoming as weary as some of the rest of us of listening to the C.N.R. authorities whining and crying about the railiner service from Barry's Bay to Ottawa and threatening to go before the Board of Transport Commissioners again in the spring for permission to discontinue it if it doesn't show a profitable balance sheet between now and then.

They need reminding, though, that it was not the people's suggestion that they terminate the mail contract, nor that they send much express from Ottawa up the valley by truck. There is only one conclusion that can be arrived at, and that is that they are determined to get rid of this passenger service too, regardless of the fact that the freight division, upon their own admission, is a profitable one, and could well carry any small deficit the railiner might show.

However, it is also the opinion of many that the rising in the middle of the night to catch a train out of Barry's Bay at 5:30 a.m. is not the ideal way to promote patronage, and Mr. Baskin's suggestion that the schedule be revised so that the train will leave Barry's Bay at 7 a.m. rather than 5:30 a.m., and arrive in Ottawa at 10 a.m. rather than 8:30 a.m., then leave Ottawa at 6 p.m. instead of 5:30 p.m. will, we think, have the effect of stimulating patronage if acted upon now.

Barry's Bay Run Remaining Alive Until Spring

December 11. Strictly on a further trial basis, the C.N.R. has announced its Ottawa-Barry's Bay passenger train service will be continued until next spring.

In the latest effort to attract patronage, the C.N.R. has augmented the Sunday evening service on the line. If, in the spring, patronage has not increased to the point where a more satisfactory result is obtained, the C.N.R. will have no alternative but to return to the Board of Transport Commissioners to place all the facts before that body and ask that "the railway be relieved of the obligation of maintaining the service any longer."

Following Transport Board hearings in November, 1958, and consultation with interested parties, the C.N.R. agreed to continue its Ottawa-Barry's Bay passenger train service "for a six months' trial period". The C.N.R. agreed to substitute a Budd rail diesel car for the regular passenger equipment and to revise the train schedules as desired by a majority of the line's patrons.

Prior to the reversal of the cycle of the Barry's Bay line operation and the institution of Budd cars, the line averages 21.5 passengers per trip. Since the inauguration of the new week-day schedule and Budd cars, the patronage has only averaged 23 passengers per trip.

Survives Car, Train Collision

Charles H. Browri, 60, of 7 Guerin Crescent, NRR2, Ottawa, escaped with minor injuries yesterday when his car collided with a CNR train at the McCarthy Road crossing.

Police said the Brown car failed to stop in time to miss the moving yard diesel at 2.15 p.m. Thursday. The car ran into the tail end caboose.

Brown was treated for lacerations and shock and released from Civic Hospital. Damage to the car was extensive. Constable J. V. Johnston investigated.

TRAIN RIPS TAILGATE BUT DRIVER UNHARMED

An unidentified truck driver escaped death by inches when the tailgate of his truck was snapped off by the CPR Canadian this morning.

The accident occurred at the Woodroffe Avenue level crossing. The driver of the truck left the scene after surveying the damage but was later found by city police. Jack Ethier, 24, of Hamilton, said his dump truck was being pushed by another and was on the track when the warning flasher came on. He jumped to safety; the other truck got clear under its own power.

The Canadian was delayed for approximately 15 minutes but received no serious damage.

Barry's Bay Train Times Are Adjusted

A further adjustment in the Ottawa-Barry's Bay CNR passenger train service, effective today, has just been announced. The same station stops will continue to be made in both directions.

For the seven-day period beginning December 7, a total of 334 revenue passengers were carried on the Barry's Bay train service for an average of 23.9 passengers per train trip.

Daily, except Sunday, the CNR train will leave Barry's Bay at 7 a.m. arriving in Ottawa at 10 a.m. Leaving Ottawa, the train will depart at 6 p.m., arriving at Barry's Bay at 9 p.m.

On Sundays only, the train will leave Barry's Bay at 7 p.m., arriving in Ottawa at 10 p.m. One hour later, the return train will leave Ottawa at 11 p.m., arriving at Barry's Bay at 2 a.m.

Close Call With Train

A city man escaped death by inches when a freight train struck the rear of his auto at the Smyth Road level crossing near Riverside Drive Saturday morning.

The train, its crew apparently unaware of the accident, did not stop. Police do not know whether it was a CNR or CPR locomotive.

Gerald Whelan, 25, of 191 Bays-water Avenue, said he was just crossing the tracks when he saw the train bearing down on him. He said he accelerated but did not clear the rails in time.

The locomotive caught the rear of his car, turning it around on the roadway and knocking it clear. Damage to the vehicle was about \$200.

Mr. Whelan, who had just finished work on a night shift, told police his car would still operate.

27 Cars Leave Tracks

LANCASTER Dec. 21. (Special) Salvage crews today were trying to untangle the mass of twisted steel and wood that blocks the CNR main line between Montreal and Toronto.

The line was blocked last night when a westbound 88-car freight train was derailed here, at the crossing of Highway 34.

No one was injured.

27 Off Track.

Twenty-seven cars, of the highballing freight jumped the track when an axle on a gondola car carrying steel ingots broke.

CNR officials had hoped to clear the line by noon today, but it was doubtful whether it would be cleared by nightfall. An unidentified CNR official last night surveyed the mounds of shattered wreckage, shook his head and muttered, "It may be three or four days before we get this mess cleared up".

Deafening Roar.

Villagers were startled last night about 7 p.m. by the grinding crash and deafening roar. The derailment took place about 100 yards west of the crossing.

The heavy steel rails of the main line were twisted like spaghetti as car after car, some loaded with pulp wood, others with sugar and flour, plunged off the track and splintered, spewing contents along the right-of-way.

For several hundred yards freight cars were scattered in a jumbled mass of splintered steel and wood. Sixty-six of the cars were loaded, 24 empty. The train was being pulled by three diesel engines which remained on the track. Another deadhead engine was in front of the caboose.

Cars Upended

Steel railway trucks, torn from their mountings were scattered along the rails and broken cars were upended, some with their wheels turning slowly in the icy breeze.

It was three hours before the engine and caboose could be moved. Ontario Provincial Police from here and Cornwall rerouted the heavy motor traffic on the main Lancaster-Hawkesbury highway link.

Auxiliary crews sped to the scene from Montreal and Brockville, and the mopping up operation began immediately

27 Freights Leave Rails, No One Hurt

A 27-car derailment at 7:03 last night blocked both east and west-bound tracks on the CNR line between Montreal and Cornwall. No one was injured in this freight train mishap.

A Canadian National Railroads spokesman said the train, classified a manifest freight, consisting of three diesel units and 88 cars, was travelling from the Maritimes to Hamilton, Ont.

The derailment occurred just west of Lancaster, Ont., when an axle on the 27th car broke. The car, a fully-loaded gondola carrying steel ingots from Sydney, N.S., to Hamilton steel mills, toppled off the west-bound track, pulling 26 other cars off with it.

CNR dispatchers sent auxiliary emergency crews to the scene from Montreal and Belleville, Ont., to aid in clearing the tracks.

Traffic between Quebec and Ontario was not discontinued, the spokesman said. All regular CNR trains were detoured over Canadian Pacific lines, between Dorval, Que., and Brockville, Ont.

Officials expected the lines cleared and regular service over the Montreal-Hamilton line resumed by early today.

Railway operator slugged. Station robbed of \$3,000

Brockville - Gerry Methot, night operator at the Brockville railway station, was slugged over the head this morning and the depot robbed of \$3,000 by a lone bandit.

Methot, who marks his 26th birthday today, was rushed to St. Vincent's Hospital where a number of stitches were required to close a deep gash. After treatment he was allowed to go home.

He told police that shortly after 7 a.m. a stranger entered the Brockville Union Depot on Perth Street and inquired about Smiths Falls train schedules.

After he left, the operator went into the stock room to get a new tube for his radio. He was slugged heavily from behind in a narrow, well-lit corridor leading to the office and fell unconscious. He describes his assailant as the same man who had inquired about trains - about 35 years of age, English or Canadian, dark, five feet ten in height.

Brockville and Ontario provincial Police are working together in the search for the thug.

Knocked out

Mr. Methot told The Citizen he lay unconscious for "ten or 15 minutes." He was discovered by the train crew of the Montreal-Toronto CNR train which pulled into Brockville station shortly after seven.

When the train crew found Methot was not at his post they checked the building and found him unconscious in the stock room.

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