

Local Railway Items from Area Papers - 1960

04/01/1960 Ottawa Citizen Prescott Osgoode

No One is injured when train hits automobile
OSGOODE (Special) No one was injured when a car which became stuck on the CPR crossing three miles north of Osgoode early Sunday (3/1) morning was struck and demolished by the Ottawa-to-Toronto CPR Flyer.
Police said the car, owned and driven by Delmar Whitelaw, 54, of Richmond, stopped on the crossing, with the front of the vehicle partly in a ditch and the rear on the railway tracks.
A passerby, Ronald Dunbar, 22, of North Gower, went to a nearby farmhouse to obtain help from Elmer Kelly and Patrick Doyle, RR 3, Manotick.
The three men, with the help of the owner of the car, were unable to move the car off the tracks. The CPR Flyer smashed into the 1953 vehicle, knocking it off the tracks a considerable distance.
The front of the diesel engine was slightly damaged.
The engineer of the train which was delayed only a few minutes, was Earl Fergus, of Smiths Falls.
The collision was investigated by Constables Kenneth Sheil and William McInnis, of the Ottawa detachments of the OPP.

14/01/1960 Ottawa Citizen Winchester Smiths Falls

3 train robbers at large.
Smiths Falls - Police are still searching for the piggy-back train robber and his two accomplices who robbed an express truck on the Montreal-Toronto CPR express train of furs valued at thousands of dollars.
The three made off into the woods near the Ontario Hospital School Wednesday after being spotted by CPR police when they tossed the furs from the train as it drew to a stop at a crossing near the station.
Some \$3,000 worth of furs have been recovered where they were abandoned by the thieves, CPR officials said, pending a check up, they could not fix the value of the goods stolen.
Tossed out cases.
One of the men boarded the train while it was being made up in Montreal. As the train stopped he tossed off five suitcases filled with valuable furs and other clothing to two accomplices who were waiting on the highway.
Police have been searching for the three since that time but as yet no arrests have been made and CPR investigators said this morning there were no further developments.

15/01/1960 Eganville Leader Renfrew

Truck Demolished By C. N. R. Railiner
January 15. A logging truck, owned by Norman Pilatzke, of Eganville, and driven by Donald Schultz, also of Eganville, was totally wrecked on Tuesday morning when it struck the rear of the Ottawa-bound C. N. R. railiner about 8 o'clock. Apart from a shaking up, Mr. Schultz very luckily escaped any injuries.
Mr. Archie O'Grady was called upon to make some minor repairs to the diesel unit, following which it proceeded to the Capital. OPP
Constable Kemp, of the Killaloe Detachment investigated.

18/01/1960 Ottawa Citizen Carleton Place Roosevelt Avenue

January 9 when Walter Amisson, 40-year-old Hull man, lost his life when his car was struck by a train at the railway crossing at Scott Street and Roosevelt Avenue.

21/01/1960 Arnprior Chronicle Renfrew Kinburn

Kinburn CNR station sold.
Successful tenderer for the demolition and removal of the CNR station building at Kinburn is Samuel John McLean of the community, it was announced by E.P. Burns, the railway's superintendent at Ottawa.
The station building at Kinburn is of frame construction on timber sills and stone foundation and was built in 1893. Overall dimensions are 79 feet by 20 feet three inches with 20 foot walls. The pitch roof is covered with asphalt shingles and exterior sheeting is feather edge siding. The chimney is brick. There is an additional summer kitchen attached measuring ten feet by 36 feet with nine foot walls.

22/01/1960 Ottawa Citizen Prescott Manotick

Car Skids Into Train, 2 Injured
A young married couple narrowly escaped possible death last night when their car was struck by a CPR passenger train at Manotick Station shortly before midnight.
Ernest Crowder, 21, and his wife, Shirley, 19, of Green Acres subdivision, South Gloucester, were rushed to Civic Hospital after their (sic) car skidded on icy County Road No. 5, where it crosses the railway line near the station and was struck by a diesel locomotive.
Mrs. Crowder was in "only fair" condition this morning after undergoing an operation for the removal of the spleen. She also sustained head lacerations and shock.
Police said she was thrown from the car and landed in deep snow, which prevented more serious injury.
Crowder was Improving today after treatment for head injuries and shoulder lacerations.
The force of the impact hurled the heavy vehicle from the tracks onto a spur line.
A man living near the crossing, Don MacKinnon, heard the collision and went to the aid of the young couple.
Engineer of the fast passenger train No. 33, bound from Ottawa to Toronto, was Earl Fergus, of Smiths Falls, police said.
The accident was investigated by Ottawa OPP Constable Harold Beer.

Caption to photo

One man was seriously injured, his transport demolished, 15 CPR freight cars derailed and a diesel engine overturned when the freight plowed into the tanker-transport near Prescott yesterday. Three Ottawa men, all members of the train crew, escaped possible injury. The accident occurred on Highway 401 about a mile northeast of Prescott shortly after 3.45 p.m. (See page 2)

Diesel overturns when train-transport crash

PRESCOTT (Special) A tanker transport driver was seriously injured when his vehicle was sliced in two in a highway level crossing accident here yesterday which overturned a CNR (sic) diesel.

David MacMillan, of Samia, received fractures of all four limbs and undetermined internal injuries. Three crew men from Ottawa in the diesel escaped injury. The collision took place on Highway 401 about a mile northeast of Prescott about 3.15 p.m. The line from Prescott to Ottawa is lightly travelled and used only as a freight line. The train was pulling 15 box cars, one of which was overturned with the engine.

Engineer Lome Black, 204 Bayswater, fireman C. T. Godbout, 1634 Abbey Road, and front-end trainman, Donald McPherson, 15 Irving Avenue, who were in the diesel were shaken up when the heavy machine turned over completely.

The crewmen told police they did not see the tanker before the accident as they were watching another transport coming from the opposite direction which they thought was not going to stop.

The crossing carries only cross warning markers.

MacMillan's condition at Brockville General Hospital is considered serious.

Truck Cut In Two

BROCKVILLE (CP)-A 15-car freight train was- derailed and a highwar tank truck cut in two north oT Prescott late Wednesday in an accident that sent truck driver David McMillan of Sarnia to Brockville hospital with severe injuries. The diesel engine left the tracks and rolled over three times but the crew suffered only minor bruises.

08/02/1960 *Eganville Leader**Renfrew*

Railiner Carrying Many Passengers

Ottawa, Feb. 8, 1960. An average of 22.7 revenue passengers per trip was handled by the Canadian National Railways since the adjustments were made in the Company's train service.

Since the change on December 16, 3,491 revenue passengers were handled in the 11-week period by 154 train trips. The 22 trips made since the inauguration of the Sunday service in mid-December carried a total of 601 passengers for an average of 27 per Sunday trip.

12/02/1960 *Ottawa Citizen**Prescott**Hunt Club Road*

Partial Blame Put on Father.

By Pierre Dumais Citizen Staff Writer

Partial blame for a level crossing accident which wiped out a family of four last fall has been placed on the father who is believed to have been driving the car. A coroner's jury last night first blamed "lack of proper driver precautions" on the part of Warren Alving Sim, 30, who they presumed was the driver. The man's wife, Grace, 28, a son Wayne, 7, and daughter Peggy, 5, died in the accident.

The four died October 28 when their small German car and a Canadian Pacific Railway passenger train collided at the Hunt Club Road crossing about a quarter mile west of Highway 31.

Police testified last night that the family had lived in the area about one month and had been travelling the road most mornings when Mr. Sim drove his wife to work and the two children to school.

Time Change

However, the change back from daylight saving time to standard time only a few days before had brought the passenger train run through the crossing at about the same time as the Sim family travelled the road.

Because of this police said they believed the Sim family were not aware of the train run which coincided with their travels.

The jury noted this in its finding and expressed the belief that the crossing was improperly marked by signs at the time.

Police evidence was that the crossing was marked by only one wooden cross arm sign at the south-east corner of the crossing. Const. Richard Rawlins testified that a view of the tracks for motor traffic began about 96 feet away and that it was possible to see down the tracks about 200 feet.

He stated also that checks of the sun on days immediately following the accident showed that it would not have blinded the driver and would have been shining more to his back.

Const. Wilmer Dowd testified that the Sim auto had left no skid marks while approaching the crossing indicating there had been no attempt to brake hard at the last minute by the car.

Const Stewart Storey, an identification officer with the Ottawa Police, presented photographic evidence that the front window was closed on the driver's side of the auto.

A window on the other side of the auto was too badly smashed for investigators to tell if it had been opened but they believe it also may have been closed as the weather was cool on the morning of the accident.

Const. Rawlins testified he had checked the radio in the Sim car and found the power switch on.

The closed windows, the playing radio and the noise of the car engine could likely have shut off the warning of the train's air horn and bell, he pointed out.

Engineer Earl Fergus, of Smiths Falls, said he did not see the collision but had applied the emergency brakes on the train when the fireman yelled at him to "plug it," the railwaymen's term for emergency braking.

The fireman was not called as a witness.

Fergus testified also that the passenger train was travelling about 45 or 50 miles an hour at the time. He had begun blasting the air horn and sounding the bell at the level crossing signal marker a quarter mile down the track.

The jury found also that the train's speed was excessive and recommended a 30-mile-an-hour limit for railway speed in the city. It made a recommendation also that a flasher and bell warning system be installed at the crossing.

Assistant Crown Attorney Douglas Forrest questioned the witnesses. Coroner Dr. J. S. Cross presided.

29/02/1960 *Ottawa Citizen**Lachute*

Car Struck Bv Train, 2 Escape

A young Ottawa couple escaped injury when their car was damaged, by an Ottawa-bound CPR train near Lachute, Que., about 7.20 p.m. Sunday.

Driver Pierre Limoges, 21, of 20 Pansy Avenue, brought his car to a stop as the dayliner approached, but it skidded onto the tracks. Attempting to push it back, he leaped clear as the train struck the right front end. His wife, Stella, 23, who was in the car, was not hurt. Damage to the car was estimated at more than \$500.

Auto Skids Into Train

A 20-year-old Lastview man escaped unhurt when his car skidded into a diesel freight caboose at the Pressland Road CPR level crossing at 7.30 this morning. The crossing has no warning signal.

Albert Villeneuve, of 71 Carillon Street, said he was driving east, saw the train, which was backing up, and applied his brakes, but could not stop in time. Engineer Clarence Butler, 46, of 1160 Woodroffe Avenue, told Constable Gerry Desjardins he had been travelling at about 12 miles an hour.

Damage to the car was \$400 and was negligible to the caboose. Traffic from the new Alta Vista interchange was tied up for over a mile until the train was able to move from the crossing.

Drivers View Blocked at Crossing Says Jury

A coroner's jury last night divided the blame for a train-car collision which caused the death of Walter Amisson, at the CPR Roosevelt Avenue crossing on January 9.

After nearly an hour's deliberation the jury under the formanship of John Sylvain, 211 Blackburn Avenue, brought in a verdict criticising the leaving of construction equipment adjacent to the railway. They also held that the deceased contributed partially to his own death "by driving his car while his abilities were impaired by alcohol."

Amisson was killed when struck by a double dayliner of the CPR on the Brockville-Ottawa run.

Coroner Dr. W. T. Kendall heard 16 witnesses.

The jury recommended steps to avoid such accidents in future. Their verdict read in part:

"We feel that such accidents might be avoided if construction equipment was removed, far enough from railway crossings or intersections to give an adequate view of approaching trains or traffic."

Evidence at the inquest indicated that the view at the fatal crossing was impeded by shovels and embankments where a water main excavation was being made along the CPR right of way and a detour existed.

Several witnesses said they heard the train sound its horn before the accident occurred.

The car was thrown 35 feet by the impact, while the driver was hurled 104 feet to the platform of an unused station near by.

Engineer Kenneth W. Cope, 732 Byron Avenue, said he passed a whistle post a quarter of a mile from the crossing. He sounded the usual crossing warning and turned on his bell. He reduced speed by some 20 miles an hour.

"I did not see the car until I was about 25 feet away," he said. "He seemed about to make it across alright but then slowed down. I kept the horn blowing and applied the brakes. My headlight was on. It was about 4.30 p.m."

At the time of the impact the engineer said his speed was under 50 miles an hour.

Rough Detour

Police Constable Emmett Ryan, of the city police said he visited the scene of the crash shortly after the accident. He crossed the same crossing in the same direction as the deceased.

"The detour was rough," he said. "I had to proceed at about 15 miles an hour. To see the oncoming train I would have had to turn almost around and look through the left rear window. It would be difficult to see an oncoming train under the circumstances."

Hidden By Snow

Ottawa-Montreal Train Hits Car, Four Perish

POINTE AU CHENE (Special) Four persons were killed and four injured in a level-crossing accident shortly after 8 p.m. Sunday on the Hull-Montreal highway near this community 60 miles east of Hull. All victims were from Montreal.

Sgt. Det. Ralph Allen of Lachute told The Citizen today that investigation has not yet been completed and police could not ascertain at the moment who was the driver of the car.

The automobile with eight passengers was proceeding toward Montreal; the CPR- passenger train was going from Montreal to Ottawa. ;

Dead are Louis Charbonneau, about 45, Francois Caya, Mrs. Albeftine Caya, and Mrs. A. Monette, all of Montreal.

Seriously Hurt

The most seriously injured is a five-year-old boy, Ghislain Caya, who is in serious condition at St. Michael's Hospital, Buckingham, where he was taken after receiving first aid from Dr. Louis Biron of Montebello.

The three other injured persons, who were able to return home after receiving treatment at the Hawkesbury Clinic, are Mrs. Lea Caya, Wilfrid Charbonneau and Rejean Savignac, all of Montreal.

The bodies were taken to a Lachute funeral parlor.

Inquest Opened

An Inquest was opened today and adjourned indefinitely pending complete police investigation. Besides Sgt. Det. Allen, other officers on the scene included Lt. Gerard Vermette and Officer Fernand Ipperciel of the Buckingham QPP detachment and Sgt. Roger Massie and Officer Groise of the QPP at Lachute.

Police said a high snowbank apparently hid the approaching train - made up of self-propelled passenger cars = from the occupants of the car.

The train was travelling at high speed when it hit the car, which had slowed for the crossing, and took nearly 1,000 yards to stop.

The head car of the train was slightly damaged and the train was delayed for 55 minutes.

W. J. Shane Retires From Bonnechere Lime

Mr. S. J. Neilson, president of Bonnechere Lime Limited, announced the retirement of Mr. W. K. Shane, works superintendent, as of the end of February, 1960.

Mr. Shane has been in charge of production operations for Bonnechere Lime since this company purchased the physical assets of the Shane Lime and Charcoal Co. Ltd., three years ago. Mr. R.J. Pillion is promoted to the position of works superintendent. Mr. Pillion has been assistant to Mr. Shane since moving to Eganville in 1957, and was previously in charge of the plant operations of Carleton Lime Products Co., Carleton Place.

Dragged By Train, Man Okay

PERTH (Special) A 40-year-old Sharbot Lake resident, Edward Perry, was dragged 50 yards by a CPR train yesterday afternoon and escaped with two fractured ribs, face lacerations and a "shaking-up."

Police report Perry was walking south on the tracks between Sharbot Lake and Tichborne, 25 miles south west of here, when he failed to notice an onrushing train, .

A last minute, desperate leap failed when Perry's clothing was caught up by the engine He was dragged 50 yards before the clothing ripped free and Perry was tossed into the ditch.

Schoolboy Hit By Train At Renfrew

RENFREW (Special) Keith Towler, 14, of 30 Barnet Boulevard, suffered slight injuries this morning when struck by a diesel passenger train at the Raglan Street crossing. He is in Victoria Hospital under observation.

The boy was injured when he dashed across the front of the train as it pulled over the crossing. He was on his way to school and was hurrying to meet a friend on the other side of the tracks.

Renfrew Constable Jofre Desilets conducted an investigation to determine exactly what hit the boy. He is not in serious condition.

Train Rams Ambulance, Elderly Couple Injured.

SMITHS FALLS (Special) Two elderly Kingston residents suffered minor injuries last night when the ambulance in which they were riding was struck by a freight train on the outskirts of this town.

Suffering from shock, and admitted to St. Francis Hospital here were Mrs. Margaret Donges, 63, of 529 Palace Road, Kingston, and her husband, Norman, 69. They were riding in the front seat of an ambulance driven by Frank P. Lawrence, 29, of 341 Frontenac Street, Kingston. The driver was not injured.

Hospital authorities said this morning that the condition of Mr. and Mrs. Donges was "satisfactory."

Police said Mr. and Mrs. Donges were riding in the vehicle as passengers. The ambulance was being driven to Perth to pick up a patient.

The accident occurred shortly after 9 p.m. as the ambulance was being driven across the Hannibal Street level crossing. The driver told police he had not seen the train approaching because of a high snowbank on the north side of the crossing.

Nearly Clear

The slow-moving (10-15 mph) Ottawa to Belleville freight train struck the right rear end of the ambulance, causing an estimated \$2,000 damage, as the vehicle had almost "cleared" the tracks.

The injured were treated by Drs. J. J. Hogan and H. G. Hamilton, both of Smiths Falls.

An eyewitness to the accident, garage owner Harold Milne, told police he had heard the train's horn blowing before it reached the crossing. It was still blowing when the accident occurred, he said.

The ambulance is owned by a Kingston funeral director, Robert B. Cullen of 529 Palace Road. The injured couple live above the funeral parlor.

Crewmen aboard the train were conductor W. E. Kilpatrick, of 150 East Maurice Street, Belleville, and engineer J. L. Courtemanche, also of Belleville.

The accident was investigated by Smiths Falls police constable Gordon Underwood, Abram Martins and Gordon Gibson.

Two Injured As Train Wrecks Auto

A car-train collision at the CPR crossing on Carling Avenue at 7.15 p.m. Thursday sent two persons to hospital.

Injured were Leo M. Murphy, 68, of 410 Hinton Avenue, and his wife Ruth, 60. Both suffered head injuries and were detained at Civic Hospital following X-rays. Their condition was regarded as satisfactory.

The accident occurred when a small British car, driven east on Carling was in collision with a 15-car CPR freight north bound from the Sussex Street yards.

Police said today the flashing red light guarding the crossing for eastbound traffic, the direction in which the car was travelling, was not operating.

The impact spun the light car around and carried it on to the lawnway dividing the two lanes of Carling. The auto was almost demolished. Mrs. Murphy was thrown against the windshield which was broken by the impact.

Train Travelling Slowly

Railway officials said the train was only proceeding about 10 or 15 miles an hour at the time of the collision. The diesel drawn train was in charge of Conductor J. Woolcombe. Driver was Engineer R. Gale, and Fireman W. D. Archambault was also in the diesel at the time of the accident.

Mrs. Murphy suffered a fractured nose and head injuries, while Mr. Murphy also was cut about the eyes and head.

Traffic was not disrupted by the crash. Police Constable Thomas McCauley of No. 2 Station investigated the accident.

Caption to Photo

TWO INJURED HERE Mr. and Mrs. Leo Murphy, 410 Hinton Avenue, suffered head injuries at 7.15 last night when their car was in collision with a CPR freight train at the Carling Avenue crossing. The car, badly damaged by the impact, is inspected by an unidentified spectator shortly after the crash. Photo by Newton

FINE TRAIN CONDUCTOR IN CROSSING BLOCKADE

BROCKVILLE (Special) In the first case of its kind ever tried here, conductor William F. Lasonde, 62, of Richmond, Que., was fined \$25 and costs in police court Wednesday on a charge of blocking a railway crossing longer than the five-minute maximum permitted by the Federal Railways Act of Canada.

Witnesses testified Lasonde was conductor of a CNR passenger train carrying Montreal Canadiens to Chicago for an NHL "semi-final" hockey game March 28, which stopped at the Brockville Station and blocked the Perth Street crossing.

Deputy Police Chief George Runciman, who laid the charge, testified his car stopped at the crossing at 6.08 p.m. and the train did not move out until 6.20 p.m. Lasonde offered no defence, although he told Sgt. Jack Wylie when charged that he delayed departure in order to make sure all 15 coaches on the train had water.

Train Hits Truck Here - Man Hurt

One man was reported to have been seriously injured when a Bell Telephone Company panel truck was struck by a train at the Smyth Road crossing near Riverside Drive.

The accident occurred at about 1 p.m. A resident of the area said the truck was struck by a freight train headed east towards Hurdman's Bridge.

There is no wig-wag signal at the crossing. A

19/04/1960 Ottawa Citizen

Sussex Street

Bell Employee "Serious"; Train Ripped Into Truck

Robert Clark, 32-year-old Bell Telephone Company truck driver, is in serious condition at St. Louis Marie de Montfort Hospital following a level crossing crash on the Smyth Road shortly after 1 p.m. Monday.

Travelling East along Smyth Road, Clark's truck was struck by a city bound CPR freight train at the crossing just east of Riverside Drive.

Pinned In Cab

The Injured man was pinned in the wreckage of the cab, and suffered fractures to both legs, and head and internal injuries. He was alone in the truck at the time. The truck was demolished.

Clarence Butler, engineer of the train, said the freight was travelling at reduced speed when the crash occurred. He failed to see the truck prior to the crash, and was unable to say whether the Bell Telephone vehicle had stopped before crossing over the tracks.

A sign on the rear of all Bell Telephone vehicles reads: "This Vehicle stops at all level crossings," and the practice is a company MUST.

The truck was thrown only a short distance in the impact, but the entire front portion of it was demolished.

8th Accident

It was the eighth such accident recorded at this point since July of 1955, and it came at a time when steps are being made to provide "manual" protection there.

Traffic Inspector James Callaghan said that previous accidents resulted in injuries to persons in July of 1955 and April of 1957. Damage has amounted to thousands of dollars.

A spokesman for the federal Board of Transport Commissioners said today that an order will be issued for introduction of protective measures in about (a month). The protection will be established preliminary to a start this summer on construction of an overpass to span both the CPR and CNR tracks.

28/04/1960 Ottawa Journal

Kingston (CN)

Maitland

\$2.5 Million Liquid Air Plant Planned

Montreal (CP) - Liquid Carbonic Canadian Corp. Ltd today announced it will build, a \$2,500,000 processing plant between Prescott and Maitland, Ont., on a site adjacent to the Brockville Chemicals Ltd.- plant now under construction.

The new plant will use Carbon dioxide gas from the Brockville Chemicals operation under a long term agreement and will have capacity to produce 75 tons of gaseous, liquid or solid dry ice a day. It is scheduled to start operations early in 1962.

28/04/1960 Ottawa Citizen

Kingston (CN)

Maitland

Brockville Area Gets New Plant

MONTREAL (CP) Liquid Carbonic Canadian Corp. Ltd today announced it will build a \$2,500,000 processing plant between Prescott and Maitland, Ont., on a site adjacent to the Brockville Chemicals Ltd. plant now under construction.

The new plant will use carbon monoxide gas from the Brockville Chemicals operation under a long-term agreement and will have capacity to produce 75 tons of gaseous, liquid or solid dry ice a day.

It is scheduled to start operations early in 1962.

Liquid Carbonic, a Canadian subsidiary of General Dynamics Corp. of New York, has similar plants in Halifax, Quebec City, Montreal, Toronto, Winnipeg, Edmonton and Vancouver where carbon dioxide is manufactured in all forms.

Carbon dioxide is used principally by the carbonated beverage, dairy, meat packing, foundry and transportation industries.

04/05/1960 Ottawa Citizen

Chalk River

Carleton Place

Train Rams Pram; Baby Unscathed

CARLETON PLACE (Special) A CPR train hit a baby carriage here last night and smashed it. But the baby inside, one-year-old Pattie Lynn McCoy was thrown out 10 feet and escaped unhurt.

The mother, Mrs. W. Charles McCoy, was pushing the carriage home over the Moor Street crossing, 500 feet north of the station when she was seen to stop and stoop down to pick up a toy.

The crossing is an open one with good visibility in either direction.

She did not see the approaching CPR Canadian passenger train.

It struck Mrs. McCoy and rammed the carriage which was completely wrecked. The wheels and handles were carried along underneath the engine's cowcatchers. Mrs. McCoy, who had been visiting her mother on Beckworth Street, received bad cuts to the side of the face and her legs.

Mother and daughter were taken to Carleton Place and District Memorial Hospital. After observation, the baby, her only child, was released. Mrs. McCoy was detained.

13/05/1960 Ottawa Citizen

Ottawa Electric

Loses Legs Under Train, Man Passes

A 45-year-old man, George Joly of Rockcliffe Emergency Shelter, died early this morning in Sacred Heart Hospital in Hull, three-and-a-half hours after he was run over by an OTC tram near the Chaudiere Bridge.

He was taken to the hospital shortly after 10 o'clock, a few minutes after the accident occurred. On arrival, he was said by hospital authorities to be in a "critical condition". In spite of emergency medical treatment, he succumbed at 1.20 a.m.

The accident occurred near the north entrance of the bridge, directly opposite the Gatineau Power company's plant, just inside the Hull city limits.

Joly is believed to have fallen between the rails of the OTC west tracks shortly before the accident happened. He was not noticed by the OTC operator, R.

Sabourin, of 20 Joliette Street, Eastview, until a split second before the street-car passed over the spot where the man was lying.

The victim's left leg was amputated by the south-bound tram as it passed over his body.

The Injured man was taken to the hospital by Carleton Ambulance Co., and examination disclosed that his right leg was also crushed as a result of the accident, and he was suffering from numerous internal injuries.

Joly was treated at the hospital by Dr. J. Pichette, of Hull. The OTC operator told police that he had started on his run toward Ottawa, and was about to enter the bridge when he noticed a man's form lying on the tracks parallel, to the east rail. Although he threw the car in reverse it was impossible to brake the heavy vehicle in time to avoid the accident, he said.

Sabourin explained that the scene was almost in complete darkness. He stated that the beam of the street-car's headlight was too high to pick up the man's figure on the tracks.

Unaware that the accident had occurred within the Hull city limits bystanders advised the Ottawa police of the accident, and Constables Kenneth Duncan and Kenneth Johncox were rushed to the scene.

Noticing the plight of the injured man the two officers came to his assistance, and using their batons and emergency bandages applied tourniquets in an attempt to stop the flow of blood while awaiting medical assistance,

Hull-police were then notified and Constables A. Sauve and E. Lavergne ordered Joly taken to the hospital. Hull police completed the investigation.

Driver Hurt When Auto Hits Engine

Allan Thomas Cooke, 37, of Spencerville, was seriously injured Saturday night when his car struck a slow-moving CNR freight train at the Merivale and MacFarland Road level crossing.

Gloucester-Nepean police said the Cooke vehicle was northbound on the Merivale Road at 8.15 p.m. when it ran into the side of the engine of the train which was bound for Belleville.

No Signal

There is no wig-wag signal at the crossing. Engineer of the CNR train No. 445 was Alex MacFarland, 53, of Belleville. Police said the Cooke vehicle was demolished and caught fire after it ran into the side of the engine.

Mrs. Audrie Purdie, Reg.N., of 7 Merivale Road administered first aid to the victim at the scene. Mr. Cooke was taken to Civic Hospital by Exclusive Ambulance suffering multiple fractures and internal injuries. His condition is described as "serious."

17/05/1960 *Eganville Leader**Renfrew***C.N.R. Railiner On For Summer Months**

Ottawa, May 17, 1960. The Canadian National Railways has announced its intention of continuing the train service between Ottawa and Barry's Bay for the coming summer months. Although passenger car earnings continue to be disappointing, the Company has recommended that the present trial period be extended for two months before an application is made to the Board of Transport Commissioners for withdrawal of the service. The company will review the results of this further trial period in early August.

19/05/1960 *Ottawa Citizen**Carleton Place**Ottawa West yard***Boy Falls From Train, Breaks Jaw**

A seven-year-old Ottawa boy suffered a broken jaw and head cuts early last night when he lost his footing on a coal car in the CPR's West End yards and fell to the ground below.

Police said Raymond Simser of 7 Piney Street, was playing with other youngsters on a string of freights in the yards when he fell. The child was taken to Civic Hospital and required 10 stitches to close head cuts and the fractured jaw. He was admitted for observation.

Const. Robert Wilkins of No. 2 Police Station investigated.

04/06/1960 *Ottawa Citizen**Alexandria***Accident Causes Huge Omelet**

A 17 year old Ramsayvilla youth had a narrow escape from death Friday afternoon at 4.45 when his truck was in collision with a CNR freight train at the Russell Road Crossing.

The impact sent the truck's load of 250 dozen eggs flying in all direction. The driver escaped with bruises to his arms and scratches to the chest and face. He was treated but not admitted to hospital.

Constable Bill Brown of the Gloucester Nepean Police investigated. The truck was badly damaged in the crash.

21/06/1960 *Ottawa Citizen**Renfrew***Bridges and Rail for Removal**

Tenders will be received until 12.00 o'clock E.D.T on June 24 for the purchase and removal of rail, ties, fastenings and a railway bridge over C.P.R. Prescott Subdivision and a railway bridge over Preston Street. Specifications and tender forms may be obtained from the undersigned at 291, Carling Avenue, Ottawa. The lowest or any tender form not necessarily accepted.

Mark all envelopes: "Tender for Rail and Bridge Removal" and address to:

Mr. J.E. Handy,

Secretary, National Capital Commission,

291, Carling Avenue, Ottawa, Ontario

06/07/1960 *Ottawa Citizen**Montreal and Ottawa***Struck By Train, Man Critical**

A middle-aged transient was struck by a slow-moving train last night on the southern approach to the Interprovincial Bridge then fell some 45 feet to the ground below.

Admitted to the General Hospital in critical condition was Edward Chambers Jackson, 42, of no fixed address.

The man was hit about 9 p.m. on Sappers Bridge (sic), an elevated section of track between the Interprovincial Bridge and Major's Hill Park, by an incoming CPR passenger train from Montreal.

Engineer Henry Day, 59, of Longueuil, Que., said the train had just rounded a curve at 10 miles per hour and had speeded up to 15 miles per hour.

He blew the whistle and, applied the brakes, but the right side of the engine struck the man as he was crossing the track. The victim then slipped through the trestles to the rough ground below.

One Step Away

The engineer told police the man was only one step from safety.

The man's only identification was an unemployment insurance card.

Minutes before the accident a man had come to a watchman's shack on the Interprovincial Bridge to ask if he could sleep there.

The watchman, Marcel Forget, of Orleans, said the man had been leaning over the bridge rail and apparently had been drinking.

Despatched to the scene were Constables Harry Norton and Davis Hodgins. They were later assisted by Traffic Sgt. King Ackland and Morality Sgt. Harvey Slade.

30 Minutes Closer

CNR Is Streamlining Its Barry's Bay Service

Barrys Bay will be 30 minutes closer to Ottawa by CNR as from next Monday. Running time on the line is being cut by that figure.

As well, in a further two-pronged effort to attract patronage to the dwindling Barrys Bay-Ottawa Line, the CNR will place in service on Monday a 91-passenger railiner, largest type on the CNR system.

CNR officials again expressed concern over the disappointing patronage since the upgraded railiner service was introduced on the line in March, 1959, through use of a railiner capable of carrying 49 passengers.

"The time is fast approaching when the CNR must assess the results of the co-operative efforts to revitalize the Ottawa-Barrys Bay line," a CNR spokesman warned.

Recently the CNR said it was willing to extend the Barrys Bay line service for two months and that the question of continuance of the service would be reviewed early in August.

According to figures just released by the CNR, the average number of revenue passengers per trip carried by the Barrys Bay line worked out to 18, 19, 20 and 35 for the four weeks in June. The July 1 exodus from Ottawa and a special campaign excursion to Barrys Bay by the Arrowhunch Club raised the passenger figures for the final week of last month.

New Schedule

Starting Monday, the CNR morning train will leave Barrys Bay at 6.15 a.m. EST and arrive in Ottawa at 8.45 a.m. EST. The evening train will leave Ottawa at 5.40 p.m. EST and arrive at Barrys Bay at 8.10 p.m. EST Mon.

Effective as from Sunday, July 24, the Sunday schedule, on the line will be changed. Valley weekenders will leave Barrys Bay at 6 p.m. EST and arrive in Ottawa at 8.30 p.m. EST. The train will depart from Ottawa on Sunday evenings at 10 p.m. EST and arrive in Barrys Bay at 12.30 a.m. EST.

16/07/1960*Ottawa Citizen**Carleton Place**Ottawa, Broad Street*

Man "Fair" After Being Hit By Train

An elderly man escaped serious injury late yesterday when he was struck by a freight train in the CPR yards, west of Broad Street

Eli Boileau, 69, of no fixed address, was taken to Civic Hospital by Exclusive Ambulance after the accident which occurred shortly after 5 p.m.

He sustained forehead lacerations and last night his condition was described as fair.

Police said Boileau apparently failed to understand a warning shouted by yardman Peter Belanger, 2419 Clementine Boulevard.

He failed to step clear in time and the slow-moving freight car hurled him to the ground.

The accident was investigated by Const Carmen Gifford.

05/08/1960*Ottawa Citizen**Alexandria*

Plan To Honor Obsolete Steam Engine

MONTREAL (CP) The faithful steam locomotive and its 124 years of service in the development of Canada will have a special remembrance day Sunday Sept. 4.

Canadian National Railways announced Wednesday that its No. 6153, veteran locomotive with 1,000,000 miles of service through depression, war and peace, is being shined up for "the last run of steam."

The Canadian Railroad Historical Association has organized an excursion run for Sept. 4 when No. 6153 will pull a special 12-car train from Montreal to Ottawa and back.

06/08/1960*Ottawa Citizen**Winchester**Smiths Falls*

Man Killed By Sliding Train Door

SMITHS FALLS (Special) - A 34-year-old man, believed to be from the Chesterville area, died in hospital here Friday, nearly 24 hours after he was crushed by a sliding box-car door in the Smiths Falls yards of the Canadian Pacific Railway.

Glen McMillan, of no fixed address, was travelling to the tobacco fields of Southern Ontario, aboard the box car, with another man, Joseph Martin, 35, of Moose Creek area, when the accident occurred.

Martin told CPR police the victim had been leaning out of the open door when the train suddenly lurched forward, releasing the heavy door which subsequently slammed closed on McMillan's head and neck.

He was transferred to public hospital where he was treated by Dr. R. J. Walker for severe head injury and shock. He died about 4 a.m. Thursday. Neither man was employed by the railway company.

CPR Constable Frank Cooper is investigating the fatal accident.

16/08/1960*Ottawa Citizen**Renfrew*

Midway finally unloads

The World of Mirth turned into a world of confusion last night but things are back to normal today.

Rides and side shows to open with the Exhibition on Friday arrived at the Isabella Street train yards last night, nearly six hours behind schedule. It was the biggest show train to ever enter Canada.

The delay left 860 midway people with a lot of time on hand, at the same time cutting into their sleeping hours.

Equally idle were Ex people employed locally, train yard crews, truck crews and two CNR policemen.

The World of Mirth blamed the CNR. The CNR blamed the World of Mirth.

Not too happy either, were people living on Isabella and surrounding streets. Their beauty sleep got competition from seven rumbling tractors, working to early morning hours.

The train caravan totalled 63 cars, plus a train special carrying prizes for midway stalls.

In the heat of the moment, show officials laid the blame for the delays on the CNR. The train was sidetracked several times en route from Montreal and was driven very slowly while under way. Spotting and unloading became confused when show equipment for this purpose got marooned in the mile-long train away from the unloading area.

CNR officials said the show people caused a delay at the Montreal end. They added that a special train with private equipment (some flatcars are 73 feet long) cannot be driven at normal passenger speeds. The train arrived at 7 p.m., it was due in the afternoon.

Once in Ottawa, the show was held up once more to let Customs officials do the checking.

Construction trucks that had been waiting since three, finally began unloading at nine.

O'Connor Traffic halted

Hundreds of spectators swarmed to the scene. South-bound traffic on O'Connor was snarled up at different times.

Operations were considerably hindered by private police and city police themselves.

As spectators gawked, CNR cops would shout orders to get back across the street. Across the street city police would do the same.

From now until Friday the Ex people will use their time to install and spruce up the equipment and see something of Ottawa.

From mid-May to mid-November the show visits a total of 27 cities. Ottawa is the only Canadian city on the schedule.

Farmer Hurt When Train Hits Tractor

George Cahill, a Ste. Eugene, Ont., farmer, was seriously injured shortly after 10 o'clock this morning when the tractor on which he was riding was struck by the CPR's Montreal-Ottawa train. Ste. Eugene is located 65 miles southeast of Ottawa and only a few miles from Rigaud, Que.

Mr. Cahill was rushed by ambulance to a Montreal hospital. The train was delayed almost three hours while emergency repairs were made on the diesel engine.

03/09/1960 *Ottawa Citizen**Alexandria*

105 years of steam engines ending for Ottawa.

Sunday last chance to see iron horse in action.

When high-wheeling Canadian National Railways No. 6153 blows for Alta Vista Road Sunday morning, it will sound the the rattle of railway steam engines in Ottawa, after 105 years.

Hauling seven coaches, this fast-stepping, rugged passenger engine is due at the Union Station at 11.15 a.m. (EDT). After it has taken coal and water here at Ottawa, the train will leave Union depot at 1.15 p.m. (EDT).

"This is the end of an era," sagely says Walter Smith, executive representative of the Canadian National Railways here in Ottawa, as he advises parents who want to see this historic event, to take their children down to the station this coming Sunday. It is specifically suggested by Mr. Smith that the most suitable time to see the last steam engine will be from 12.30 to 1.15 p.m. (EDT). For by that time the engine, all coaled and watered, will be turned around and headed back to Montreal.

CNR No. 6153 was "out-shopped" about 1929. It is a Northern type. That is she is a 4-8-4. In other words, her wheel arrangement is oo-0000-oo.

It is a far cry from the first picturesque but feeble steam engine which crawled in to Ottawa through the snow around Christmas, 1855. This diamond stacked job from Currier and Ives arrived at the St. Lawrence and Ottawa Station on Sussex Street.

The old St. Lawrence and Ottawa Railway connected the newly re-named capital with the American border, its wobbly rails running down to Prescott. Those rails still exist as a freight line from Sussex yard to where they join the Montreal-Ottawa main line of the Canadian Pacific at Hurdman's Bridge.

Competition invaded Ottawa in real earnest during the 1880's when the Canada Atlantic Railway headed for Ottawa through Glengarry and Russell Counties.

Ottawa, through the Grand Trunk Railway at Coteau Junction, now had fast, swift service to Montreal over the Canada Atlantic to Coteau. Ultimately, J. R.

Booth who built the C.A.R., extended his line to the U.S. border.

The Canada Atlantic gave the longer CPR North Shore such a run for its money that at the turn of the century the CPR built its famous "Short Line" from Montreal to Ottawa via Vankleek Hill, thus reducing the mileage to 111.3 miles.

It was during these classic years that the Canada Atlantic and the Canadian Pacific raced each other on these often parallel steam speedways. High spirited engineers threw the timetables out the windows and made the normal two and a half hour run in as little as 1.50 hours!

In terms of continental runs Ottawa was a station on the Montreal-Vancouver run. The Canadian National added their competition in 1920. Both have run daily trains ever since.

The Grand Trunk made its belated arrival into Ottawa when it bought Booth's Canada Atlantic, which by this time had also gone clear through to Depot Harbor on Georgian Bay.

Hereabouts, such quaint rails as the Push, Pull and Jerk (Pontiac and Pacific Junction), as well as the Gatineau were acquired by the CPR.

The New York and Ottawa Railroad reached in from Tupper Lake, New York, and for many years offered four passenger trains a day between here and Cornwall and beyond. They tore up the rails just a few years ago, and the Queensway now covers its historic right-of-way.

Then in 1909 Ottawa's last railway invaded the capital. The Canadian Northern, that expensive and picturesque toy of the Mackenzie and Mann dynasty came in from Hawkesbury and Quebec in 1909. In November it made a characteristic if dramatic debut, when it arrived two hours late behind two locomotives. It arrived at its brand new station at Hurdman's Road. Later the Canadian Northern moved into the Union Depot from where it's trains reached out toward Toronto, Montreal and Vancouver.

This last decade, the railways have been reversing themselves in a baleful and tragic strip tease, as they take off this train and abandon that track.

So tomorrow, September 4, when the big 6153 blows for Alta Vista Road, that, as far as railways in Ottawa are concerned, is the end of steam.

We had a good 105 years.

Don't fret, we'll keep a few.

A lot of people are happy that there is to be a museum for steam locomotives in Ottawa's new Union Station.

Heading the list is Mayor George Nelms who says he even talked to Canadian National Railways president Donald Gordon about getting several engines for the museum.

The decision to have the museum was made almost two years ago by the National Capital Commission and almost everyone appears in favor of the project.

Controller Paul Tardif said it is an excellent idea. "Steam trains always fill me with nostalgia. Diesels may be all right but they don't look like trains.

"I am definitely sympathetic," said Controller Ernie Jones. "It would be something for the future. The kids some years from now could see what a steam engine was like."

"A wonderful idea," echoed Gerry Geldert, head of the Tourist and Convention Bureau.

Controller Wilbert Hamilton also welcomed the proposal. He did not think it would cost much and it would be a great treat for the children. Davis, President of the Ottawa Board of Trade. He said he personally loved the Old Iron Horse, but added: "Speaking for the Board of Trade, I have no opinions."

And even more cautious was E. R. (Bud) Fisher, Sparks Street merchant, who asked: "They're pretty ugly, aren't they?"

But he conceded they might appeal to youngsters and even more so 25 years from now.

07/09/1960 *Ottawa Citizen**Alexandria***Ride Steam Train Free**

Three Ottawa boys found themselves pleasantly "kidnapped" last weekend on the last steam train to leave Ottawa. Roger, 15, Maurice, 14, and Arman, 11, all Guilbault brothers, sons of Gordon and Mrs. Davidson, mother and step-father, and living at 9 Hurdman Road, got on the steam special behind CNR 6153, for a quick trip to Walkley Road. But the train left late and did not stop in the suburbs as scheduled. The boys made the entire trip to Montreal.

After getting their first quick look at Montreal's skyline and downing a lumberjack sandwich, they were returned by car to Ottawa by Barry Adair, Ottawa member of the Canadian Railroad Historical Association.

26/09/1960 *Ottawa Citizen**Carleton Place**Bayview Road***Family OK After Car Hits Train**

An Ottawa family escaped injuries Saturday afternoon when their car hit an eastbound CPR passenger train at a level crossing near Scott Street on Bayview Road.

Rosaire Burelle, 25, of 79 Melrose Avenue, told police he was driving south on Bayview Road with his wife and two children and did not hear or see the train until he hit it.

Mr. Burelle said he was travelling about 15 miles an hour and engineer Stan Patterson, of 706 Churchill Avenue, said the train's speed was 10 miles an hour at the time.

The car bounded off the train and came to rest on the east side of Bayview Road. Damage was restricted to the front end of the 1957 vehicle, amounting to about \$200.

This level crossing has been the scene of several such accidents in the past. There is no warning signal.

Constable Richard Abbass of No. 2 Police Station investigated.

Two Killed In Train, Car Crash

POINTE AU CHENE (Special) Two men were killed when their car was struck by a CPR passenger train at a level-crossing here Monday night.

Dead are: Charles L'Ecuyer, 46, and Anatol Laflamme, 46, both of L'Orignal, Ont. Pointe Au Chene is located 55 miles east of Ottawa and L'Orignal 15 miles west of Hawkesbury.

The vehicle struck the engine of the train and was dragged 300 feet before the train was able to stop. A crane was brought in from Montreal to pull the car from beneath the engine.

Investigating Quebec Provincial Police said the train, bound for Montreal from Otlawa on the north shore of the Ottawa River, was held up for nearly three hours. No one on the train was injured.

Visibility was clear when the accident occurred at 6.39 p.m. and the train was reported to have been moving at about 60 miles an hour.

Mr. L'Ecuyer was married and was the father of three children. He was employed as a laborer at L'Orignal.

Mr. Laflamme worked as a milkman at L'Orignal. He leaves his wife and one child.

Wife Of CNR Vice-President Dies On Train

BROCKVILLE (CP) - Mrs. Emma Gaffney, wife of Frank A. Gaffney, vice - president of the CNR, died Wednesday aboard her husband's private car between Mallorytown and Brockville.

11 Cars Of Freight Derailed

Workmen of the Canadian National Railways were clearing the tracks 23 miles west of Ottawa today after 11 cars of a 75-car eastbound freight train from Western Canada yesterday jumped the tracks. No one was injured.

The derailment occurred at mile 22.3 of the Beachburg subdivision near Malwood, Ont., at 4.10 p.m. Cause of the derailment was not known.

A spokesman for the railway said the company, helped by work crews brought in from Montreal, Capreol Ont., and Ottawa, hoped to have the track cleared by late this morning.

The locomotive and first 26 cars of the train, and the balance of the cars, remained on the tracks. It is believed some of the derailed cars over turned on their sides.

The 6.15 supercontinental passenger train from Montreal last night, and the continental from Western Canada, due here 7.50 this morning were rerouted on the Canadian Pacific Railway line between Pembroke and Ottawa.

Conductor Charles Wannamaker, of 42 Florence street, and Engineer L. Beauchamp, both of Ottawa, staffed the train.

CNR Freight Partly Derailed.

Eleven cars of a 75-car eastbound freight train from Western Canada were derailed near Malwood, Ont., about 23 miles west of Ottawa on Friday. There were no injuries.

The CNR reported that the locomotive and the first 26 cars and the rest of the cars remained on the tracks. The 11 cars which left the track were near the middle of the train.

Details of the derailment are still under investigation by CNR officials and no estimate of damage is possible at this time.

Crews were sent from Ottawa as soon as news of the accident reached here. The task of clearing the track was expected to be complete late this morning.

Crew members of the train included two Ottawa men, Charles Wannamaker, the conductor and N.L. Beauchamp, the engineer.

\$17,000,000 Maitland Plant On Schedule

BROCKVILLE (Special) - Construction of the \$17,000,000 nitrogen chemicals plant of Brockville Chemicals Limited near Maitland, Ont. is proceeding on schedule. Production of anhydrous ammonium nitrate, and nitrogen solutions is scheduled to begin in May, 1961.

Recognition of the continually increasing importance of the chemical fertilizer industry to agriculture and expanding requirements of other nitrogen-consuming industries and markets, resulted in the decision of Sogemines Limited, Montreal, to form Brockville Chemicals Limited last year.

Sogemines Limited is the Canadian subsidiary of Societe Generale de Belgique, the most important industrial group in Belgium.

Passenger Service Likely To Disappear

Ottawa, Nov. 1, 1960. Despite the various improvements made in the Ottawa-Barry's Bay passenger train service during the past 18 months, the Canadian National Railways position has not improved, and the railway company has now requested permission from the Board of Transport Commissioners to discontinue the service.

The C.N.R. had postponed the request for discontinuance of the passenger service a further six months in order to evaluate the service during the past summer season. The situation did not improve and the company has now requested the Board of Transport Commissioners to give their application preferred attention.

Protest move to take off Ottawa-Barrys Bay train.

By Fred Inglis Citizen Staff Writer .

Passengers and public say it's the CNR's own fault that the railway's Ottawa to Barry's Bay train service has reached the low point where it wants to stop passenger service on that route.

Had the CNR dropped its Sunday service instead of the important daily express service, the line would pay its way, many say.

In a letter to interested parties along the 112-mile line, the CNR said that despite various improvements made in passenger service during the past 18 months, the railway's position has not improved. The CNR now has requested permission from the Board of Transport Commissioners to discontinue the service.

Six-Month Evaluation

The CNR said it postponed its request for discontinuance of passenger service a further six months in order to evaluate the service during the past summer season. It said the situation is no better and the company has asked the Board to give its application "preferred attention".

After a two-day public hearing in Pembroke in November, 1958, the railway agreed to revise the service as asked for by the municipalities affected.

Since March, 1959," the CNR said, "when the rail diesel car replaced the conventional train, the company made other adjustments in the schedule in an endeavor to attract additional patronage.

"The last of the changes was effected in July of this year when 30 minutes was cut off the running time between Ottawa and Barry's Bay. The expected increase in passengers, however, did not materialize."

Asked Passengers

On the train from Arnprior to Ottawa Thursday, passengers and railway employes commented on the situation.

Passenger business was best at intermediate points of Killaloe, (Golden Lake in the summer), Eganville, Renfrew and Arnprior. Stops are also made at Wilno, Douglas and Carp, with flag stops in between.

Maxwell Garvie, 24-year-old co-owner of the Carp Review, lives in Renfrew and rides the train daily to Carp where he does offset plate work for the Renfrew Advance.

"I guess I'll have to move to Carp," he mused reflectively. Cutting off the service would be a serious blow to him, he said.

"A Nice Way To Travel"

Three ladies from Galetta, Frances and Anna Dean and Mrs. Cecil Bidgood, said they go in to Ottawa two or three times a month to shop.

"I hope they don't take it away," said Miss Frances Dean. "This is such a nice way to travel. We don't want to lose it."

The other two ladies agreed and said they would miss the service very much.

A single unit diesel or Budd car as railway men call it, leaves Barry's Bay at 7.15 daily except Sunday and arrives in Ottawa at 9.45 a.m. On Sunday it leaves Barry's Bay at 7 p.m. and gets into Ottawa at 9.30 p.m. It leaves Ottawa at 11 p.m. Sunday and arrives at Barry's Bay at 1.30 a.m.

"I never could see why they did not want to take off the Sunday night train," said J. J. Foran, past-reeve of Eganville and ex-warden of Renfrew County.

"No Need For Sunday Train"

"I wondered at them taking off the express and giving this service on the way freight," he added. "There was no need for the Sunday night train as only one or two passengers use it, and the express business was important to us at Eganville. We definitely want to have the train service kept on."

Mrs. Nelson Bochme, who with her husband operates a general store at Combermere, 10 miles south of Barry's Bay, said there is "no other way" to reach Ottawa quickly. Any other way would mean stopovers of two months have CNR, two hours or more at junction points. Bus service was "terrible".

"I'm sorry and I will miss it very much," said Miss M. C. Russell, of Braeside, near Arnprior. "I go in to Ottawa once a month to shop and it means I'll have to go by taxi and that costs \$8.

"Conductor Peter McCarthy, of 2273 Courtice Avenue, 63-year-old veteran of 44 years service with the CNR, has been on this line for two years.

"Tried To Make It Pay"

"We tried hard to build up the express service and make it pay," he said. "I often helped with the express and even the engineer came back and gave us a hand to load on up to 35 milk cans. We'd even put them in between the empty seats in the passenger car to find room for them. The business was there all right."

The alternative? For Arnprior folks it means: Get up early and take the CPR train which passes through Arnprior at 5.25 a.m., or take the bus.

The Budd car can carry up to 93 passengers but handles no express, baggage or mail. On Friday nights people are standing up in aisles, said Arnprior agent Clarence Huron. Saturday, too, sometimes. He does about \$300-a-week passenger business and up to \$3,000-a-week express business.

If the passenger service is discontinued, only a wayfreight service will remain.

Ready To Fight

BARRYS BAY (Special)

Reaction to the proposed discontinuance of CNR rail service was met with varied reaction by municipal officials both here and at other points along the rail line. Most were strong in their opposition to the CNR move and felt that the rail company was doing the wrong thing.

Reeve Paul Yaksboski of Barrys Bay said that the persons served by the line "don't like it a bit. We'll protest any move by the CNR to end service here."

A councillor, Hillary Jones felt that if people didn't use the train, they couldn't want it badly. His was the only dissenting voice, however.

Councillor Tom Conway said:

"They've taken away the mail contract. They've taken away the express and it almost looks as if they were trying to lose money on purpose. Despite it all, though, they seem to be doing all right."

Expressing the opinion of those "grounded", Barrys Bay councillor Dominic Mintha felt concern over the fact that it will be next to impossible for earless residents to get to Ottawa.

Renfrew Acts

In Renfrew, Mayor Harry Young has decided to ask James W. Baskin, MP for South Renfrew, to bid for continuation of the run.

Councillor Bert Garrett, of Renfrew, who presented a motion to approach Mr. Baskin, said that the elimination of the service would seriously inconvenience residents of the Renfrew area, especially those in Whitney and Barrys Bay.

AT BRITANNIA Auto Strikes Train, 1 Dead

One of the injured in the Britannia train-car crash died just before press time. Two men were seriously injured and a child bystander cut by flying debris when a car was struck by a CPR dayliner at the Britannia Road crossing about 10.30 this morning.

Residents of the area said they heard the train whistle and the wigwag signal ringing at the time of the accident but the car had driven into the train. The two men were taken to Civic Hospital by Exclusive Ambulance and the child removed by a police car.

Sitting On Box

The little boy was sitting on a battery box about 10 feet from the track, to watch the train go by. He was struck by some material from the car after the impact.

Controls of the signal were smashed off but the signal was functioning after the accident. The train, which bore a large scrape down its right side, continued after a delay of two hours.

Investigation was conducted by Sgts. Ellard Miles and William Cowan and Constable James Reynolds.

Santa arrives Saturday by Helicopter and Train.

Weather permitting Santa Claus will make at least three pre-Christmas visits to Ottawa this year to spread some commercial cheer.

Other appearances will be made before the big night but he won't be making any general parade through the city like he does in Montreal and Toronto.

The most elaborate conveyance lined up for Santa is a helicopter-train trip tomorrow, ending at Freiman's Downtown store. About 1,500 children will take the train out to Vars to meet Santa after his helicopter ride from the North Pole.

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Santa Uses 'Copter

Welcomed by 2,500 youngsters

By Paul Dubois Citizen Staff Writer Santa arrived in Ottawa Saturday minus his reindeer.

Instead, he flew from the North Pole to Vars by helicopter. He made the 20-mile trip from Vars to Ottawa by train.

Santa ended the first leg of his long journey when he stepped off "Prankster" the helicopter at 9.30 a.m. Some 2,500 children and their parents were on hand to greet him.

They remained aboard the train as it moved slowly past Santa Claus who stood by the railroad tracks.

Oops!

Then, as the 19 coaches came to a stop, a cool wind whisked away his red tuque from his white-haired head.

He bent down to pick up his tuque and his white hair and beard seemed to move.

Santa hurriedly made his way to the lead coach on the train and climbed aboard. Speechless, he brushed past a little boy and quickly stepped into a small, private room.

A minute later, Santa came out his face flushed, his hair neatly combed and his beard brushed into place.

The train started rolling back to Ottawa as Santa plodded his way through all 19 coaches so that all the children could see him. The excitement was too much for some little boys and girls. Some sobbed many others cried out loud. Others even screamed. And parents fought back tears of exasperation.

"Ho, Ho, Ho"

"Ho, Ho, Ho," Santa chuckled once again as he stepped off the train at Union Station to be greeted by Mayor Nelms.

Following the brief official ceremony, Santa climbed aboard a float in a parade which escorted him from the station to Freiman's Toyland. The parade was led by the band of the Governor-General's Foot Guards and the Rough Rider Drum Majorettes.

Cars Crash, Train Track Is Blocked

Three cars obstructed the CPR tracks at Alta Vista Drive late Saturday afternoon (12/11), requiring prompt action to haul them away before a train might arrive.

Police said the CPR right-of-way was obstructed when two cars and a light truck rested on the tracks after a collision about 5.20 p.m.

CAROLE JONES

Fast Dayliner Kills Girl, 6

Six-year-old Carole Callan Jones, of 205 Island Park Drive, was killed about 4 p.m. yesterday when struck by a fast-moving CPR dayliner at a level crossing on Island Park Drive just north of Scott Street.

A daughter of Mr. and Mrs. Lloyd J. Jones, she died of head injuries in Civic Hospital some 3 1/2 hours after the accident.

A spokesman for the Champlain Home Owners' Association said the dayliner was travelling at 60 miles an hour but a CPR spokesman stated the speed was 40. Heard Screeching Of Brakes

The allegation was made by J. R. Anderson, executive officer of the Champlain Home Owners' Association, who lives at 276 Island Park Drive. Mrs. Anderson heard the sudden screeching of the train's brakes and went out to see the little girl dying.

The CPR spokesman said it has definitely been established that the speed of the train at the time of the accident was 40 m.p.h.

He said the intersection is a protected crossing. The bells were ringing and the lights were on and there was a school patrol on the spot at the time.

City Stymied

The city has exhausted every possible means to have train speeds at level crossings reduced. Alderman Murray Heit said today.

Alderman Heit, chairman of the civic trains speed committee, said that last August he, with city solicitor Gordon Medcalf, appeared before a board of railway transport commissioners appealing for a speed of 45 m.p.h. at level crossings.

He said the railways were adamant in their refusal to cut speed at level crossings. They held trains were on schedule and speeds could not be reduced and schedules maintained. The board of railway transport commissioners rejected the city's application for reduced train speeds.

The youngster was on her way home from Hilson Avenue School when hit by the onrushing east-bound train. Among the first at the scene was her mother, who had come to meet her with a car.

Crossed Safely Once

Directed by a school patrol at Scott Street, Carole had just made one safe crossing of the tracks when her mother passed her in the auto.

The girl was struck as she tried to recross the tracks to join her mother, who was busy parking the car on Patricia Avenue near Scott Street.

Mrs. Jones did not witness the accident.

Engineer Dalbert Payne, of 151 Spadina Avenue, vainly applied the brakes when the youngster suddenly appeared in front of the train. It stopped 725 feet east of the crossing.

Whistle Blew

Conductor Clyde Taman, of 638 Gilmour Street, said the train whistle was blowing as it neared the crossing, which is guarded by flashing red "wigwag" signals.

Born in Ottawa, Carole was in Grade One at Hilson Avenue School. Her mother is the former LeNor Callan.

Besides her parents she leaves a brother, Craig, 17, and a sister, Brenda, 15, both students at Fisher Park High School.

Mr. Jones is vice-president and general manager of R. A. Beamish Stores Company Limited.

Still Try To Retain Rail Line

Opposition to the CNR's plan to drop its Ottawa-Barrys Bay train service has been registered with the Board of Transport Commissioners and a public hearing may be held to air the problem.

Early in October the CNR, in a letter to interested parties along the 112-mile line, said that despite various improvements in passenger service during the past 18 months, the railway's position had not improved.

The CNR then asked the Board of Transport Commissioners for permission to drop the passenger service.

The Board invited submissions from interested persons and communities and has received briefs from Barrys Bay and Renfrew registering opposition to the CNR's plan to halt passenger service.

The deadline for submissions has just been passed, Board secretary C. W. Rump said, but belated submissions would still be considered. With the Christmas season approaching, Mr. Rump said it is not likely that a public hearing would be held before the new year.

Fire threatens railway station.

A fierce grass and brush fire threatened the Hurdman railway station before it was controlled by city firemen Friday afternoon.

The blaze broke out about 3.30 p.m. in land bounded by Riverside Drive and the south end of Alta Vista Drive. Flames, driven by a breeze, approached the station and several other outbuildings.

06/12/1960 *Eganville Leader**Renfrew*

Still Try To Retain Rail Line

December 6, 1960. Opposition to the C.N.R.'s plan to drop its Ottawa-Barry's Bay train service has been registered with the Board of Transport Commissioners, and a public hearing may be held to air the problem.

The Board invited submissions from interested persons and communities and has received briefs from Barry's Bay and Renfrew registering opposition to the C.N.R.'s plan to halt passenger service.

13/12/1960 *Ottawa Citizen**Carleton Place**Island Park Drive*

Jury Attaches No Blame In Girl's Train Death

Six-year-old Carol Callan Jones was wearing a fur-lined hood over her head when she was killed by a CPR dayliner November 17, a coroner's jury was told last night.

"I don't believe she ever heard or saw me," said engineer Delmer Payne, of 153 Spadina Avenue.

A daughter of Mr. and Mrs. Lloyd Jones, 205 Island Park Drive, Carol was struck at the crossing on Island Park Drive north of Scott Street. She died a few hours later in Civic Hospital

Attach No Blame

Last night's jury attached no blame in the fatality. Like some other recent juries, though, it called for a reduction of train speeds in the city to "the speed limit for other vehicles".

Engineer Payne testified his engine was travelling at 40 miles per hour as he approached the crossing, sounding his horn and warning bell from a quarter-mile away.

Inside the city, he said, engineers have instructions not to exceed 45 miles per hour. At some crossings, lower speeds are specified, he added.

Evidence was that the wigwag warning signals at the crossing were also working at the time of the accident.

Recrosses Tracks

Sgt Kingsley Ackland of the Ottawa police said the girl had already made one safe crossing of the tracks on her way home from Hilson Avenue School.

She was struck as she re-crossed the tracks to rejoin a school patrol on Scott Street, where her mother had arranged to meet her with a car.

16/12/1960 *Eganville Leader**Renfrew*

Baskin Steamed Up Over Frozen Ride

The coach in the Barry's Bay - Ottawa train was frozen Monday and the 24 passengers had to be thawed out in a small stove in the baggage car, James. W.

Baskin, MP for Renfrew South, said Tuesday. Mr. Baskin was a passenger on the train with about, two dozen others.

Indignant with the management of the Canadian National Railways, he called the equipment 'obsolete'.

"The CNR management are doing everything possible to sabotage passenger service," Mr. Baskin asserted.

The South Renfrew MP said stations were closed Sunday and passengers had to huddle on platforms. He made a point of excluding train crews from his criticisms.

Despite the disadvantages, 2,500 more people used the Barry's Bay- Ottawa line this year, he said.

Still Alive But Serious

Train Hits Woman Pedestrian

A woman pedestrian survived a close brush with death yesterday as the Island Park Drive Scott Street level crossing almost claimed another victim.

Mrs. Helen McGregor, 48, of 394 Bronson Avenue, was struck by a diesel locomotive, then dragged 36 feet. She was seriously injured, but Civic Hospital officials believe she will live.

The accident occurred at exactly the same spot where six-year-old Carol Callan Jones, daughter of Mr. and Mrs. Lloyd Jones, of 205 Island Park Drive, was struck and killed by a CPR diesel November 17.

Stumbled Into Train

Witnesses said Mrs. McGregor appeared to either jump or stumble into the path of the locomotive. The sidewalk crossing over the rails has large gaps where a foot might become tangled and possibly stuck.

Two city aldermen said that, although they believe the crossing is under the supervision of the National Capital Commission, they would personally inspect the accident to see whether the sidewalk crossing was particularly dangerous.

City police said speed of the train was not a factor in yesterday's near fatality.

Not Fast Train

Mrs. McGregor was hit by a CPR shunting locomotive, which was drawing a boxcar, a tanker and a caboos. Engineer Oscar Synek, 51, of 498 Somerset Street West, said he was moving between 20 and 25 miles an hour, and brought his train to a stop in less than 90 feet.

The train operating between Ottawa West and Britannia, was moving west to the Independent Coal and Lumber Co. Ltd. siding. Mrs. McGregor was walking south.

Mr. Synek a CPR employe for 34 years and an engineer since 1950, said Mrs. McGregor seemed to "jump or fall, rather than walk", into the path of his locomotive. He said he saw her for some time before the accident, and said she appeared to be looking all around her.

Woman Saw Engine

He said she glanced in the direction of his train several times.

Engineer Synek said he had "no idea" what happened at the last instant, when Mrs. McGregor hit the front of his locomotive.

He said he yelled "she's going to go right in front of the train" to his fireman, Conrad Gratton, 36, of 330 Lafontaine Street, Eastview, then lost sight of her.

Mr. Gratton also was unable to see the actual impact from his position on the left side of the cab.

First man to reach the injured woman, after the train stopped, was brakeman Mike Zaruski, 52 of 18 Armstrong Street

"She was semi-conscious but her face and head were a mess", Mr. Zaruski said. "I didn't know how bad she was, but I did what I could to help her." Mrs. McGregor was taken to hospital by Exclusive Ambulance.

Dragged

Police believe the woman became entangled in the stairs at the front of the diesel and was dragged, rather than knocked, completely across Island Park Drive.

Sgt A. D. - McConnell and Constable Emmett Ryan headed the investigation.

Two aldermen who have taken an active part in trying to eliminate level crossing accidents, Mrs. Cecile O'Regan and Dr. Murray Heit, expressed shock that the Island Park-Scott crossing had come so close to claiming its second life in less than a month.

"It's terrible", Mrs. O'Regan said. "I remember an accident some years ago at Woodroffe where a woman got her foot caught in between the rail and a sidewalk and was killed by a train. This crossing at Island Park Drive must certainly be checked.

"It's awful that two bad accidents should happen so close together at the same pedestrian crossing. Perhaps it should be investigated to see whether a gate for pedestrians could be put up there and perhaps at other busy crossings elsewhere."

Dr. Heit, chairman of the city's train speeds committee, said he would also inspect the crossing personally.

"It's the only thing to do. If a danger exists there, it must be eliminated."

19/12/1960

Brockville Recorder

Kingston (CN)

Brockville

Three year 6-month term concurrent given Methot.

Railway telegrapher Gerald Methot, 26, who clubbed himself over the head to give the impression that he had been attacked and robbed, was sentenced here Monday to three years and six months in Kingston penitentiary for the December 28, 1959, theft of approximately \$11,000 in cash and money orders from Brockville's Union Station.

Serving Nine years.

Judge Donald E. Lewis ordered that the term be concurrent to a nine-year sentence Methot is now serving for armed robbery with violence at CPR stations in Dorval, Ste. Anne de Bellevue and Montreal.

He was sentenced on these counts at Montreal in mid-October, 1960. Methot was incarcerated at St. Vincent de Paul penitentiary and brought here from the Quebec institution for trial by "judge without jury" on the local offence.

Methot's solicitor, Robert W. Summerby, revealed the telegrapher will be transferred to Kingston penitentiary to serve his term. He was in receipt of a communique from J.N. Armstrong, the commissioner of penitentiaries, which authorized the transfer from one institution to the other.

Mr. Summerby also revealed that at Methot's trial in Montreal he was sentenced to four years on one count and a consecutive (additional) five years for the other offence. The five-year term is now being appealed, he said.

Judge's Remarks.

In a brief, seven-minute summary Judge Lewis said he felt the 'term of sentence on this crime should be modified in relation to previous sentences'.

"No greater sentence than what he is already serving should be imposed upon Methot," he said, "if he is to equip himself with a new vocation while still young and eager.

"The trend today is rehabilitation - and I'm in accord with it."

He felt preparations for Methot's return to society must be taken "and if he is to see the end of the road" additional incarceration is out of the question.

Methot, like others sentenced elsewhere, must "make a valiant attempt to prepare themselves for their return to society," he added.

Found unconscious.

The bespectavled telegrapher was found unconscious December 28, 1959, on the floor at Union station after it had been looted of nearly \$3,000 in cash and two books of money orders.

20/12/1960

Ottawa Citizen

E.B. Eddy

Ottawa West

Peaked hat saves man in collision

A peaked hat is credited with saving an Osgoode Station man from serious facial injuries yesterday when a train struck the stake truck in which he was a passenger, crashing his head through the windshield.

The accident occurred at 1.32 p.m. on Booth Street at the CNR tracks north of Duke Street. A 25-ton E.B. Eddy Co. Ltd. diesel headed east out of the Eddy yards, was in collision with a truck southbound on Booth Street.

Police said Gerarg Rondeau, Osgoode Station, was hurled against the truck's windshield. His head went through the glass but his peaked cap saved him from injury. He did not require medical attention.

Driver of the truck was Clinton Greer, 39, of RR3 Richmond, and the diesel was operated by Lionel Tessier, 58, of 130 Leduc Street, Hull.

Police said Mr. Tessier was treated at the Eddy company clinic for a bruise to his left side. Neither driver saw the other until too late to avoid the low-speed collision.

Witnesses said a signalman was standing on the tracks holding a stop sign. Damage to the truck was estimated at some \$1,500 and to the train, about \$25.

Aftermath of Braeside Car-Train Collision

Father Killed, Son Hurt In crash

BRAESIDE, Ont. (Special) Basil Edward Boberts, 38, of this small community about 40 miles west of Ottawa, died Christmas night when his car crashed into the CPR's crack eastbound Canadian.

In Ottawa Civic Hospital today in senous condition is a son, Clifford Roberts, 6. He is suffering severe face lacerations and other unknown injuries.

Mr. Roberts' 1947 Chevrolet was northbound on Arthur's Hill, Braeside, when it hit the train at the crossing near Gillies Brothers Lumber Company office and yards.

Coroner Dr. J. L. Dauphinais said there would "probably be an inquest."

The accident happened about 5 p.m. Mr. Roberts died a short time later in hospital.

George Franklin, 51 Warren Avenue, Ottawa, was the engineer of the train, and Lorne Kerr, 43 Rideau Avenue, Smiths Falls, was the conductor.

Sgt W. G. Milton and Constables R. G. Merley and V. H. J. Price of the Renfrew OPP investigated.

The victim has been employed as a shipper for the past nine years at a Braeside lumber mill. During the Second World War he served overseas with the Royal Canadian Engineers and was taken prisoner by the Germans. However, he managed to escape and fled to the British.

He is survived by his wife, three sons and one daughter, all residing at Braeside.

Four persons were killed shortly before noon today when their car was struck by a CPR passenger train at the McEwen Avenue crossing in Britannia.

The wreckage was carried for 1/4 of a mile west along the tracks.

One of those killed has been tentatively identified as George Stead, 62. the other victims were a woman, another man and a boy. They have not been identified.

The accident occurred at 11.15 a.m., when the CPR four-coach train was bound for Brockville from Ottawa.

The crossing has no lights or signals.

The impact of the crash welded the 1950 Pontiac to the front of the diesel and cutting torches had to be used to detach it.

Body thrown from car.

Mr. Stead's body was thrown from the wreckage 100 yards from the crossing, and the bodies of the other three persons were removed when the train came to a stop.

Considerable damage was done to the front of the train.

The train engineer was Stan Patterson, of 706 Churchill Avenue, who was also the engineer when Kenneth Sparks was killed at the Britannia Road crossing November 7, 1960.

The car was travelling north across the track.

Other members of the CPR crew, all Ottawa men, included: W. Nevins, fireman; J.E. Murphy, conductor; J.E. Craig, trainman and W.E. White, baggageman.

The train consisted of a diesel engine, baggage car and three coaches.

The four bodies were taken to the Civic Hospital morgue.

Coroner Dr. W.T. Kendall was called to the scene and pronounced all the victims dead.

Further report in the next day's paper: