

# Local Railway Items from Area Papers - 1962

*25/01/1962 Ottawa Citizen Renfrew Eganville*

Valley Station Left in Pieces.

A loaded freight train left the tracks at Hyndford, just east of here yesterday morning, and smashed the station house and a freight shed to splinters. There were no persons in either building.

The derailment happened about 11.30 a.m. as CNR freight train 570, headed to Ottawa from Barry's Bay.

One of the 14 cars cleaned off the station leaving only the floor in its original location.

\$25,000 Damage.

Several cars were derailed and Ottawa area superintendent Pat Burns estimated damage at over \$25,000. Mr. Burns said four of the cars were not worth repairing, but he said the train engine, which stayed on the tracks, was not damaged.

The area superintendent said he could not give an exact cause for the accident but pointed to the rubble and said "it's in there somewhere."

A wrecking crew was sent out from Ottawa just before noon and at 7 p.m. a second crew was sent out to help clear away debris that still blocked the tracks.

CNR police are assisting in the investigation of the accident.

The station was to have been torn down with the abandonment of the Barry's Bay line.

*26/02/1962 Ottawa Citizen Kingston (CN) Lansdowne*

Brockville. Derailment Damages CNR Station

The railway station at Lansdowne was heavily damaged by a freight-car derailment that blocked the CNR's main line Saturday morning.

Lansdowne is about 20 miles southwest of Brockville.

Thirty cars of an 84-car eastbound freight train left the tracks, tearing up 300 yards of roadbed and crashing into the station building. Damage to the station was estimated at \$35,000.

Work crews started a clean up at noon Sunday, and expected to restore service on the line which connects Toronto and Montreal this afternoon. In the meantime, both CNR and CPR traffic were rerouted through Smiths Falls.

Passengers for Brockville, Prescott and other river front points completed their trips by bus.

*28/02/1962 Ottawa Citizen L'Orignal*

2 injured as train derails

Ice is believed to have caused the derailment of three CNR freight cars today in which two yardmen were taken to hospital.

The derailment happened at the Hurdmans Bridge on an industrial line which runs into coal companies and other businesses on Nicholas Street.

Most seriously injured was Aurele Gauthier, 37, of 527 Mutual St. General Hospital officials said he may be suffering from a broken collar bone.

William Munroe, 31, another crew member, of 112 Rideout Cresc., was discharged from hospital after examination.

CNR officials described the train's operations as "a yard movement" of a diesel engine and three box cars.

The derailment did not interfere with main line traffic in any way, an official said.

An investigation to confirm the iced track as the cause if the accident is underway.

*16/03/1962 Ottawa Citizen Chalk River*

Last train runs to Chalk River.

Saturday and Sunday will be the last runs of CPR trains to Chalk River from Ottawa. Train Number 260, 265 will make their final runs on Saturday and number 267 its final run on Sunday.

The decision to cancel the CPR service to Chalk River was made two months ago and permission was granted by the Board of Railway Commissioners. The railway gave declining Ottawa - Chalk River traffic as the reason for the cancellation.

*03/07/1962 Ottawa Citizen Winchester Green Valley*

Three teenagers were killed when their car struck a CPR freight train and was dragged half a mile early Sunday morning at Green valley four miles south of Alexandria.

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Ontario Provincial Police said the car was second in line waiting for a west-bound freight train to pass the crossing. After it passed, the car swung out from behind the first car and smashed into the side of a second freight travelling east.

There is wig-wag signal at the crossing, but the youths apparently thought it was working because of the westbound freight.

*05/07/1962 The Equity, Shawville Beachburg Portage du Fort*

Train fire.

Last night, as the Trans Continental (sic) CNR passenger train rolled into Portage du Fort (Quebec) station, a sectionman noticed an extreme amount of smoke surrounding the diesel. After it stopped and discharged Mr. Godon Gibbins, a passenger, it started on west.

Just then the flames began to shoot from the auxiliary engine, and the sectionman flagged the engineer, who until then had not been aware of the problem. They immediately unhooked the passenger cars and pushed the auxiliary unit onto a siding. Portage volunteer firemen continued to fight the blaze, which was now burning fiercely. The main engine then picked up the passenger cars and proceeded west.

One wonders what the results would have been if the fire had not been noticed until the train had left the station, carrying 1400 gal. of fuel and headed for the bridge to Ontario.

(Shawville Equity, July 8, 1987.)

*19/07/1962 Ottawa Citizen Lachute*

No inquest in triple fatality.

No inquest will be held into the deaths of a Rouyn couple and their son killed Wednesday when their automobile was struck by a freight train near Laisance, Que.

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25/07/1962 *Ottawa Citizen*

*Thurso and Nation Valley*

One man is dead and a young girl is in critical condition at Sacred heart Hospital in Hull following a car-train collision at Montpellier, Que., last night. Montpellier is about 35 miles northeast of Ottawa.  
Two other persons are in St. Michael's Hospital, Buckingham.

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Quebec Provincial Police from Montebello investigating the accident said the accident happened about 8 p.m. on a level crossing at Montpellier when Meilleur, driver of the car, apparently failed to see an approaching diesel. The train is owned and operated by the Singer Manufacturing Company to transport men and equipment from the Thurso area into the bush-land.

01/08/1962 *Ottawa Journal*

*Alexandria*

*Vars*

Veteran Vars Station Agent Retires

Alexander MacKenzie, 65, CNR station agent at Vars since 1941, retired after 46 years as an agent Tuesday and said he really liked the job better in "the old days."

"No one worried much about the business end of an agent's job then," he recalled in Ottawa this week. "If our figures sometimes didn't balance, we didn't get upset. Today it seems as though there are more figures than work, and they've got to balance."

An agent on the Renfrew-Eganville line for more than 20 years, Mr. MacKenzie remembered 12-hour working days, six and sometimes seven-day working weeks.

When he moved to Vars there were four passenger trains daily. Now there is one on his shift.

Mr. MacKenzie was born in Battleford, Sask., and joined the CNR as assistant agent after a year in telegraphy school in Ottawa.

He and his wife will retire to Ottawa's Hawthorne Meadows in September. They have a daughter in Ottawa and a son in Haley.

20/08/1962 *Ottawa Citizen*

*Prescott*

City Centre Terminal

Now under construction

Ready for Spring 1963 occupancy

Specifically designed to provide complete warehousing, industrial, retail and office facilities, at an economical rent in the centre of the city, convenient to all traffic routes. Adjacent to the LeBreton Flats expropriation and new Government Buildings. Walking distance of Ottawa's largest skilled and unskilled labour pool. Providing Ottawa's only downtown railway siding after relocation. Completely sprinklered and fire resistant building. Every tenant will retain his individual identity.

03/10/1962 *Ottawa Citizen*

*Lachute*

*Hull*

Rail car runs over obstruction

Someone threw the cross arm of a telephone pole across the tracks near the Hull station last night. One passenger dayliner bumped over it, but no damage resulted.

CPR officials said, however, that had the train been moving in excess of 30 miles an hour, there could have been serious consequences.

The obstruction was noticed by engineer Norman Smith of Montreal, as his one-coach train ground to a halt about 1,000 feet north of the Beemer station, near the Hull arena. The Montreal-Ottawa train normally stops at this point until an automatic switch is opened to bring it into the station.

03/10/1962 *Ottawa Citizen*

*Maniwaki*

Maniwaki train not used

Maniwaki - Bus and truck service from Ottawa to Maniwaki is better than train service, CPR officials told the Board of Transport Commissioners here Tuesday.

<http://news.google.ca/newspapers?id=tz4yAAAAIIBAJ&sjid=heUFAAAAIBAJ&pg=5998,476735&dq=railway+railroad+train+cnr+cpr+bride+to-train+will-train+trained&hl=en>

09/11/1962 *Ottawa Citizen*

*Alexandria*

*Vars*

Santa Claus arrives here tomorrow.

Santa Claus will arrive in the Ottawa district Saturday morning.

Sources say Santa is due to land in a helicopter at Vars, 10 miles southeast, where a 19-car train will bring him, a welcoming committee, and 2,000 children and adults to the city. The train will leave Union Station at 8.45 a.m. and return from Vars at 10.30.

An official welcome in Ottawa will be followed by a Santa Claus parade, led by the Governor-General's Footguards band and the Rough Rider drum majorettes.

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26/11/1962 *Ottawa Citizen*

*Maniwaki*

Canadian Pacific Railway Company

Notice to Public

All passenger train service at present provided by Canadian Pacific Railway between Ottawa, Ontario, and Maniwaki, Quebec, and all intermediate points on the said line will be discontinued effective Monday, January 28th, 1963.

Effective Tuesday, January 29th, 1963, an alternative highway service will be inaugurated, Tuesday through Saturday, to handle Express shipments and L.C.L. freight shipments.

Consult your local C.P.R. Agent for further particulars.

A.W. Harris, Superintendent.