

# Local Railway Items from Area Papers - 1969

*13/01/1969 Ottawa Journal Winchester*

## Emergency Halt Hurts Two on Train

SMITHS FALLS (Staff) Two Canadian Pacific railway employees were injured early Sunday when their 64-car freight train was forced to make an emergency stop two miles east of Winchester and 42 miles east of Smiths Falls.

Conductor Gerald Mayhew and brakeman C. A. O'Callaghan of Smiths Falls were injured when the caboose of the train number 949 westbound from Montreal to Smiths Falls came to a jolting stop.

Mayhew was treated at Winchester Hospital for broken ribs and later transferred to Ottawa Civic while O'Callaghan was treated for knee injuries at Winchester. There was derailment of the train although emergency crews were called to the scene to repair the caboose wheels. It is not known what caused the train to make the emergency stop.

*14/01/1969 Ottawa Citizen Lachute Hull*

Hull station ready

Hull's new railway station off Montcalm Street is to go into full operation within a few days.

The \$200,000 station was built by the National Capital Commission for the Canadian Pacific Railway.

*21/01/1969 Ottawa Citizen Chalk River Almonte*

The big CP derailment at the 'half-way' crossing between Almonte and Carleton Place with a couple of aerial pictures.

*22/01/1969 Ottawa Citizen Chalk River Carleton Place*

Derailement (with aerial photo)

CARLETON PLACE Attempts to clear the \$500,000 wreckage of 34 freight cars piled up at a level crossing near here Tuesday continued this morning under the threat of an explosion from two overturned propane gas tankers.

Provincial police kept guard over the area, about three miles north of here on Highway 29 at the CPR crossing, as about 50 men and two giant cranes hauled twisted box cars from the clogged line.

The highway remained closed to traffic today while other trains were rerouted.

The two tankers were not ruptured in the massive 3.30 p.m. derailment, but police kept hundreds of curious spectators well back from the scene in the event leaking gas might explode.

Both police and railway officials were astonished that there had been no injuries.

One of the first cars to derail left the tracks just before the level crossing and sliced across the highway only a few feet in front of a waiting school bus.

Box cars stacked up

Other cars ripped up sections of the highway, railway lines and wooden ties as they piled up, and in some cases, landed on top of one another.

One freight car landed with its steel wheels on top of a tanker.

Two hydro poles were sliced through by other cars. The top section of one pole was left dangling over the line supported only by the high-voltage cables.

Complete wheel assemblies of many cars were torn off as they piled into one another and lay strewn along the tracks among sections of line, twisted cars and splintered ties.

## Train Crash Theory - Wheel is Blamed

A crack which caused the leading wheel of either the fourth or fifth car to come off is believed to be to blame for the \$500,000 freight train crash near Carleton Place yesterday.

It is known that at least eight rails between Almonte and the accident scene were broken.

Faulty wheel likely

This could have been caused by the faulty wheel running out of line and pounding against the rail as the east bound train headed for Carleton Place, said one railway employee.

The 60-car freight train left Chalk River several hours before. Its speed at the time of the accident was estimated to be about 45 m.p.h.

George G. Sayer, assistant superintendent for the Smiths Falls division of CPR, said work crews were concentrating their efforts to pulling cars away from the tracks and repairing breaks so regular traffic, which had been diverted to other lines, could again travel the main line.

Mr. Sayer said he hoped the two cranes, one brought in from Smiths Falls and the other from Sudbury, could pull the two tankers back on to the tracks and pull them away by sometime this afternoon.

"The line should be open again by about 5 p.m. today," he said, adding that the general freight being carried by the train could then be hauled away and the other cars righted and moved later this week.

Mr. Sayer said there was, as far as he could tell, little damage to the cargo.

One eye-witness, Bill Ritchie, 32, a Bell Telephone employee from Almonte, was driving north toward the level crossing when he saw the red signal lights begin flashing.

"I saw the train swaying so I stopped about 500 feet from the tracks," he said. "The next thing I saw were freight cars flying through the air like cardboard boxes in a high wind. It was terrifying."

He said a couple of cars shot across the highway "while the others piled up on the north side like magazines thrown on the floor."

"There was a hell of a crash and snow flying in the air. A lot landed on my truck so I jumped out and after a minute or two ran up to the tracks. I thought people would be hurt," said Mr. Ritchie.

He said that by the time he got there, people from the locomotive, that had shot through the crossing pulling three cars and dragging a fourth without wheels, met him.

"One box car just missed the school bus, which luckily didn't have any children aboard, and another cut into the hydro poles and the warning flashers," said Mr. Ritchie.

"There was a ball of fire in the sky when one hydro pole was cut off," said Mr. Ritchie, who added that he and a work-mate then flagged down cars until police arrived.

30/05/1969 *Ottawa Journal*

*Kingston (CN)*

*Morrisburg*

By MIKE SYKES MORRISBURG (Special) . CNR officials estimate it will take at least 48 hours to clear the main Montreal-Toronto line of wreckage after a freight train was derailed half a mile east of here Thursday..

No one was injured.

Thirty cars, 25 of them loaded were derailed.

Officials at the scene said it was difficult to count the number of wrecked cars; many were little more than twisted wrecks piled one on top of the other.

A CNR official said the train was a through freight which averages 50 to 60 miles per hour.

One car stood on its end, supported by the press of a half dozen others. A few were sliced open as if by a giant can opener. Contents were spilled along the twisted steel rails.

The cause of the derailment is still unknown. But CNR workmen at the scene thought it might have been "a hotbox" a seized wheel bearing.

A mobile crane from Montreal and another from Belleville are picking at the wreckage, one from each end to clear the road so new tracks can be laid.

CNR officials in Cornwall said all trains are being rerouted through Smiths Falls until service on the main line is restored. No official damage estimate has been disclosed as yet.

02/06/1969 *Ottawa Journal*

*Kingston (CN)*

*Morrisburg*

Eastbound CN Line in Service At Morrisburg

MORRISBURG, Ont (CP) Service on the eastbound CNR line was restored Saturday in this community 20 miles west of Cornwall.

A 23-car freight derailment Thursday on the westbound track blocked both lines.

A CNR spokesman said service on the westbound line is not expected to be restored until sometime this week.

14/06/1969

*Kingston (CN)*

*Morrisburg*

Shown above is the wreckage of a number of box-cars which were derailed one mile north of Morrisburg, Ont. Thousands of popsicles were strewn about the area, as well as lumber, newsprint and cement. The train was travelling West to Chicago, via Toronto when the derailment occurred in early afternoon. No injuries were reported. (UPI Photo.)

Estimate Damage at \$500,000.

MORRISBURG, Ont. Derailment of 34 cars of a 107-car freight train one mile north of this Seaway Valley town has been blamed on a seized wheel-bearing.

Damage was estimated by one Ottawa newspaper at \$500,000.

The 34 derailed cars were stacked like cordwood and 300 yards of the Canadian National tracks were torn up in the spectacular accident.

The jack-knifing effect of the crash crushed, overturned and tore up many of the loaded 34 derailed cars. The freight was westbound from Montreal through Toronto to Chicago.

Train engineer Wilfred Kelly of Brockville, said he had no idea what caused the derailment.

"The wreck occurred 52 cars behind the engine," he said "With all the noise an engine makes, we were half a mile away before someone shouted at us to look back. All we could see were clouds of dust and a vague mass of wreckage. The wrecked box cars were located in the middle of the mile-long train, with both ends remaining on the track."

31/10/1969 *Ottawa Citizen*

*Alexandria*

*Vars*

Freiman advertisement. Free railway transportation for 2,000 children and their parents.

Pick up your tickets tomorrow while they last.

06/11/1969 *Ottawa Journal*

*Alexandria*

Santa Claus gets Welcome Saturday

If anyone finds it hard to believe Christmas is just around the corner, Santa's arrival Saturday for Freiman's traditional Christmas parade should dispel all doubt.

Santa will arrive at the train station at 10.45 a.m. and then set out at 11.35 in a parade to Freiman's

Beginning at Daly Avenue and Nicholas Street, the 10-minute parade route will take participants along Nicholas Street and then west on Rideau Street.

Clowns, bands, cartoon and comic characters and floats will accompany Santa on the downtown route.