

# Local Railway Items from Area Papers - 1980

**09/01/1980   Ottawa Citizen   Belleville   Wemyss**

Driver cleared in crash

PERTH (Special) The driver of a logging truck involved in a \$2-million accident with a CPR, freight train last fall was found not guilty of a charge of careless driving in provincial court here Tuesday.

Roger Lalonde, 24, of Cornwall, was hauling a load of logs last Sept. 19 when the spectacular accident occurred at a level crossing 1 1/2 kilometres southwest of here.

Although his tractor-trailer was cut in half, Lalonde walked away without a scratch.

A number of trainmen were injured in the collision.

Seventy-two late model cars were destroyed in the accident and fire from the train burned for eight hours.

**10/01/1980   Ottawa Journal   Brockville and Ottawa   Brockville**

The city has reached an agreement with Marathon Realty Ltd. to purchase 3.9 acres of waterfront land which would be included in the proposed project.

The price is a token \$1 but the city must take responsibility for the upkeep of the 119-year-old railway tunnel which connects the waterfront with the main railway line to the north. Officials feel the tunnel could become a tourist attraction. It was the first railway tunnel built in Canada, completed in 1860, running under the hill on which city hall now sits.

The proposals have been turned over to city executive officers to develop, cost estimates.

**14/01/1980   Ottawa Citizen   Chalk River   Renfrew**

A Perth man was among five area residents killed in traffic accidents over the weekend when his tow truck struck a freight train at a busy crossing in Renfrew.

Renfrew municipal police said John Noel Stanton, 33, of RR 7, Perth, was towing a tractor-trailer from Renfrew to Perth about 10:10 a.m. Saturday when he went through the marked crossing on Munro Avenue.

An eastbound CPR freight train travelling about 40 kilometres an hour was unable to stop in time and crashed into the cab of the tow truck.

The impact threw Stanton out of the truck, and he landed about 25 metres farther east on the opposite side of the tracks.

Stanton was taken to the Victoria Hospital in Renfrew and transferred to the Ottawa Civic Hospital. He died a few hours later.

Part of the truck's tangled remains remained on the west side of the crossing and the front axle assembly was dragged 50 metres down the tracks.

Police investigators believe Stanton was "cannonballed" out of the wreckage, rolled under the train and along the tracks.

Flashing red lights at the crossing and a traffic light ahead of it were in operation at the time.

The train, on its way to Ottawa, was delayed for two hours.

**28/01/1980   Ottawa Journal   Montreal and Ottawa   Plantagenet**

Car, train collide

A Plantagenet man escaped serious injury after his car was demolished in a collision with a VIA Rail passenger train Saturday afternoon. Andre

Laframboise, 18, was driving his car southbound on County Road 9 when it collided with the westbound train at 12:15 p.m. at a crossing just south of Plantagenet. He was taken to the Ottawa General Hospital with minor head injuries and is listed in good condition. Laframboise was the sole occupant of the car. A spokesman for the Rockland OPP said the train sustained about \$5,000 damage in the accident.

**28/01/1980   Ottawa Citizen   Other**

Discovery Train is headed for yards in Tory scheme

The Conservative government has decided the controversial Discovery Train is a waste of money and should be scrapped as soon as possible.

In remarks to be delivered in Winnipeg today, Secretary of State David MacDonald charges the former Liberal government with "scandalous misuse" of museum and heritage funds, and says that money designated for the \$23 million Discovery Train must be redirected to heritage projects which really count. If the Tories are reelected Feb. 18, MacDonald would allow the Discovery Train to complete its third year of operation on a scaled-down basis, after which federal support would be terminated.

The train would visit each province for one last time, with Alberta and Saskatchewan receiving the lion's share of time because of their 75th anniversary celebrations.

MacDonald's prepared statement is highly critical of Liberal cultural policy.

"Under our predecessors in office, there was what I can only describe as a scandalous misuse of government funds for museum and heritage programs.

"The Liberal government's budget cuts to the arts forced the total shutdown of the regional conservation labs which were at work on desperately needed restoration of preservation of irreplaceable artifacts and documents from local Canadian history. Yet, at the same time, they gave \$23 million to set up a travelling show about the very history whose conservation they refused to support.

"The Liberals were more concerned with giving the appearance of doing something about national unity (in the wake of the Parti Quebecois election victory) than with programs designed to truly enable Canadians to share and appreciate our diverse heritage."

The Clark government is proposing a \$2.9 million budget for the final year of the train. The saving of \$800,000 over the previous year's cost would be realized by a change in operation procedures.

Once its support of the train formally ends, the Conservatives say an additional \$3.5 million would be freed annually for museum and heritage preservation activities across the country.

**13/02/1980   Eganville Leader   Eganville**

CP Line Abandoned Rail Service To Douglas To End

The 9.5 mile stretch of Canadian Pacific Rail Line between Payne and Douglas will be closing in the near future - for the second time.

The Payne to Douglas stretch was part of the Eganville subdivision line. The tracks from Douglas to Eganville were lifted in 1971.

Canadian Pacific attempted to close the line to Douglas in 1976, however, the Railway Transport Committee ordered the company to keep it open.

Although the committee had determined at that time that the operation of the line was uneconomical and that it would likely continue to be uneconomical, the committee said the line would not be abandoned..

**23/02/1980   Ottawa Journal   Kingston (CN)   Prescott**

Train nearly derailed, 17-year-old charged

PRESCOTT Via Rail's Turbo, was nearly derailed by a vandal here Tuesday, Prescott town police revealed yesterday after arresting a 17-year-old youth on a charge of public mischief.

Police said the Turbo engine suffered slight damage when it ran over an iron railway tie plate laid across one of the rails.

The Turbo was not derailed and was able to complete its journey to Toronto. The youth, whose name was not released will appear in provincial court here next Thursday.

25/02/1980

Ottawa Citizen

Chalk River

Renfrew

And a Renfrew woman is in satisfactory condition in hospital after a CPR freight train and her car collided at a marked railway crossing about 10:30 p.m. Friday.

Darlene Mary Scrivens, 34, of 149 Tasse Ave., was northbound on Raglan Street when the rear of her car was struck by the train.

Police said flashing lights and bells at the crossing were operating when the accident occurred.

28/02/1980

Ottawa Citizen

Maniwaki

Future of train in doubt

By Roswitha Guggi Citizen staff writer

Plans are moving ahead to run the popular steam locomotive, excursions between Ottawa and Wakefield this summer, but the future of the trips is a little smoky.

The fate of the excursions is coupled to the outcome of next month's Canadian Transport Commission hearings into CP Rail's request to abandon its 140-kilometre line between Hull and Maniwaki.

When the railway company first announced its intention to scrap the line in June, 1977, it ran into stiff opposition from residents along the route who said the move would have serious economic consequences for the Gatineau Valley.

A number of municipalities and individuals plan to continue their opposition at next month's hearing.

Gatineau County warden Hubert Tremblay, who chairs a county council of 21 municipalities, said the communities have been preparing arguments against the abandonment of the line for 2½ years.

He said county council will present a brief to the commission, likely at the March 13 hearing in Gracefield. Other hearings are scheduled for Ottawa on March 10 and Maniwaki on March 12.

"It (the rail line) is vital for the future economic development of this region," said Tremblay, who is mayor of the northern Outaouais town of Ste. Therese de Gatineau.

Tremblay said the importance of maintaining the rail line will be significant once a 480-kilometre highway through forest lands linking Maniwaki to Temiscaming is completed in 1984 or 1985.

The highway is expected to trigger the beginnings of a forestry industry in Maniwaki to manufacture wood products such as furniture and toothpicks all of which could be moved to market by rail.

Tremblay said he believes CP's application is simply the rail company's way of obtaining government subsidies, but a CP spokesman dismissed the theory, adding abandonment is the goal.

The line, which now carries only irregular freight trains, is uneconomical, losing \$271,677 in 1975, \$279,860 in 1976 and \$193,537 in 1977.

If the CTC feels it is in the public interest, it can order CP Rail to continue maintaining the line, but the government would have to subsidize all losses.

Under existing law, railways are not eligible for subsidies for losses unless they seek permission to abandon a line.

Tom Lefebvre, MP for Pontiac-Gatineau-Labelle, says he's "violently opposed" to scrapping the line. He says the railway shouldn't be pulling out at a time when governments and businesses are working to develop the area.

Meanwhile, officials at both the National Capital Commission and the Museum of Science and Technology say they're going ahead with plans for the steam train excursions this summer because they can't wait until after the hearings.

The 150-member By-town Railway Society, which helps in the operation of the 320-seat steam train, will be asking the CTC to require CP Rail to continue maintaining the line, at least to Wakefield.

President Colin Churcher says the steam locomotive is an integral part of the area's heritage and the Wakefield excursion is ideal.

10/03/1980

Ottawa Journal

Kingston (CN)

Prescott

Train derailed Near Prescott

PRESCOTT (Special) - Traffic on Via Rail's main line between Toronto and Montreal was disrupted during the weekend when a 97-car freight train was derailed 12 kilometres east of here. No injuries were reported among the six-man crew.

Traffic slowed

The derailment forced CN officials to restrict traffic to one set of rails but full service is expected to be available by noon today. The train carried no hazardous materials. The accident occurred Saturday afternoon on a straight stretch of track. The cause has not yet been determined.

Track torn up

Twelve cars of the westbound train left the rails. Six contained paper products, the seventh had a cargo of iron ingots and five were empty.

Wrecking crews removed the damaged cars yesterday afternoon and section hands began the job of re-laying 600 feet of track torn up by the mishap.

The train carried a mixed cargo from Montreal bound for Toronto.

11/03/1980

Ottawa Citizen

Maniwaki

CP Rail urged to keep Hull-Maniwaki line going

LOCAL Ottawa-Hull groups trying to block the bid of CP Rail to abandon its rail line between Hull and Maniwaki have gained a welcome boost from the Quebec Ministry of Transport.

Pierre Charron, director of surface transportation for the ministry, made an unexpected appearance at a Canadian Transport Commission hearing.

"It is essential to maintain this branch line because of the facilities it can provide for the transport of certain types of freight," Charron told the CTC's railway transport committee at a one-day hearing.

He pointed out that the Hull-Maniwaki link will be needed to serve a forest products complex now being developed in Maniwaki. The line would also be valuable in the event that a ban is placed on the floating of pulp down the Gatineau River in the future.

What is more, he said, maintenance of the 125-kilometre line would help to ensure the continued operation of the popular summer steam train excursions on the Hull-Wakefield section.

"The commission should keep in mind not only the educational value of a project of this kind but also the fact its loss would have a heavy economic impact on the community of Wakefield," he said.

Earlier, the committee heard representatives of Transport 2000, a national non-profit body concerned with public transportation, say that the time is ripe to study the possibility of non-railway interests taking over the branch line.

CTC figures produced at the hearing showed that the line, now used mainly for irregular freight trains, incurred losses totalling more than \$700,000 in the three-year period ending December, 1978. The loss in 1978, the last full year for which figures are available, stood at \$244,500.

Thomas Weston, president of the Ottawa chapter of Transport 2000, said if an organization other than CP Rail were to assume ownership of the branch line it "might require the injection of public money at the outset. But this would be in the public interest."

Raymonde Cahill, of Chelsea, Que., another Transport 2000 spokesman, raised the possibility of the Quebec government purchasing the financially-troubled line. Under questioning, she said the group had not taken any initiatives on the idea.

Colin Churcher, president of the 150-member Bytown Railway Society, urged the commission to rule in favor of retaining the existing line at least as far north as Wakefield, so that the steam train can continue to operate. He said organizers hoped the number of weekly trips made by the train would be increased from two to three.

Figures presented at the hearing showed that gross revenue from the steam train in 1978 was \$30,500, nearly \$4,000 above the 1976 total.

"It would be a tragedy if these summer runs were to end," stressed Churcher, "since more than 6,500 people are now taking advantage of them each year."

Two more committee hearings are scheduled, one for Wednesday in Maniwaki, and the final one in Gracefield on Thursday.

Three people die in train, car crash

Three persons, including an eight-year-old girl, were killed Saturday when their car was struck by a CP Rail freight train at a level crossing on a private road at Pointe-au-Chene, Que., near Hawkesbury.

Dead are Denis Lafleur, 47, Reo Laniel, 50, and Jacky Mosgrove, 8. The child's mother, Diane Desma-raïs, 30, is listed in serious condition in hospital at Hawkesbury. They were all from Pointe-au-Chene.

Quebec provincial police said the car was dragged more than 450 metres by the train. The car's four occupants were trapped in the twisted wreckage as it was being pushed along the tracks.

Police said there were no signal lights at the crossing, but the train had been blowing its whistle as it approached.

"We don't know what happened. Maybe the car stalled on the track," a spokesman said. "Visibility was good so they should have had no trouble seeing the approaching train."

The accident is being investigated. A date for a coroner's inquest is expected to be set later this week.

Pointe-au-Chene is half way between Montreal and Ottawa on the north shore of the Ottawa River.

17/03/1980 *Ottawa Citizen**Winchester**Monkland*

three New Jersey residents escaped serious injury Sunday when their car slammed into the side of another CP Rail freight train at a level crossing on Highway 138 near Monkland, north of Cornwall.

Ontario provincial police said Kieudund Vugia, driver of the car, was released from the Cornwall General Hospital after being treatment for a cut to the head. Her two passengers escaped unharmed.

The crossing is equipped with gates and flashing lights, but OPP have not yet determined whether they were operating at the time of the 11 a.m. mishap.

18/03/1980 *Ottawa Citizen**Vankleek**Hawkesbury*

Objection withdrawn

End of the line signalled for Hawkesbury

HAWKESBURY (Special) Town council probably rang the death knell for the old Canadian National Railways freight station here at Monday's meeting when it withdrew previous objections to the proposed closure of the depot.

The fate of the station has been a contentious issue ever since the railway announced its intentions two years ago to close it.

Local merchants, led by the chamber of commerce, opposed the station's closure and had asked the railway to expand its local freight-shipping services.

Approving the recommendation of an ad hoc committee established to study the situation, council decided to withdraw its previous objection on the station's closure made to the Canadian transport commission.

Council's decision will likely pave the way for the commission to approve the station's closing.

"There's no service (at the station) already," said Councillor Claude Drouin who chaired the ad hoc committee. He said the station's sole employee ceased work recently and hasn't been replaced.

Drouin said he hopes CN will continue to provide adequate freight services locally by truck.

A survey of local merchants released last year showed that more than 80 per cent wanted CN to improve its commercial and industrial freight and parcel-shipping services. This stance was recently reiterated by the merchants.

Many of those surveyed said at the time they weren't using the existing services, which they considered inadequate. The railway has also informed merchants that it operates a local pickup on weekdays.

25/03/1980 *Ottawa Citizen**Winchester**Finch*

Juvenile's ambulance caper gives engineer scare of life

A CP Rail engineer got the scare of his life early Monday when his freight train demolished an ambulance at a level crossing near Finch, about 70 kilometres southeast of Ottawa.

Police say the engineer at first believed the ambulance, stolen from Winchester and District Memorial Hospital, contained attendants and one or more patients.

For about 30 minutes, police, local firemen, and the train crew searched the debris for bodies. Then they learned the ambulance had been stolen.

Provincial police at Long Sault said they expect to charge a juvenile in connection with the caper.

The blue and white, provincially-owned ambulance was stolen at about 2 a.m. and abandoned on the isolated Goldfield Road. The 3:30 a.m., east-bound freight train demolished the vehicle, scattering wreckage over more than a kilometre.

Four police cruisers and a number of volunteer firemen from Finch were dispatched to the scene to begin the search for victims and survivors.

At one point about 15 people, including train crew members, were wading through rain-sodden fields looking for occupants of the ambulance.

"We thought the worst; at least two ambulance attendants and a patient might have been in the ambulance," said a police spokesman. In their investigation of the theft, police learned that a youth was at the hospital about 2 a.m. trying to obtain a ride home.

16/04/1980 *Ottawa Citizen**Kingston (CN)**Prescott*

Youth dies at scene when hit by train

PRESCOTT (Staff) A Spencerville-area youth was killed at about 2 p.m. Tuesday when he was hit by a Montreal-bound Via Rail train here.

Dead is 15-year-old Thomas Jordon of RR 2, Spencerville who was crossing the tracks with a friend Keith Kirkey. Kirkey was not injured.

The two Grade 9 students attended South Grenville District High School here.

Principal Robert Lawn said he didn't know why the boys were not in school but that they had not been there all day.

The boys were crossing the tracks beside the only overpass in town, often used by pedestrians.

From the Ottawa Journal same date.

Youth killed by train

PRESCOTT Tommy Jordan, a 15-year-old from Spencerville was instantly killed yesterday when struck by a CNR passenger train here. The youth and a companion, Keith Kirkie, 14, of Prescott were crossing the main line of the CNR in the north end of Prescott although the Edwards Street, overpass carries traffic over the line 200 metres west of where the boys, chose to cross. Jordan, in the lead, was hit by an east-bound passenger train reported to be travelling at 120 to 130 kilometres per hour. Kirkie stopped before reaching the rails and was not hurt.

18/04/1980 *Ottawa Citizen**Maniwaki*

Steam train runs back

The popular steam locomotive run between Hull and Wakefield will be chugging out twice a week this summer after an agreement between CP Rail and the National Museum of Science and Technology.

The had been some doubt about the fate of the run this year because of the rail company's federal application to abandon 140 kilometres of track between Hull and Maniwaki.

A CP Rail spokesman said Thursday the excursions will continue for at least for one more summer. Tentative starting date for the summer's first excursion is July 3.

Huge oil slick floating on Rideau River

An unknown quantity of diesel fuel oil has leaked into the Rideau River, forming a slick from about Lees Avenue to the Ottawa River, a city official says.

"I can see the diesel fuel floating right down to the Ottawa River," said "Edgar Blondin, an inspector with the city's physical environment department.

"There is no danger, but people see it and smell it" he said, following an inspection last evening.

The leak is apparently the result of a break in a line at an underground storage tank on Canadian National Railways property near the train station, which occurred last Sunday.

While CN officials have been working on the broken line since last Sunday, an unknown quantity of oil seeped through the ground into the Rideau.

Blondin said he could not confirm that it came from the CN break.

While an unknown quantity of the fuel oil seeped into the Rideau through the earth, some of the liquid leaked into the river from a storm sewer outlet near Lees Avenue, Blondin said.

"This is really a. scandaL" said. . Ghislain Labelle, of Stewart Street, who telephoned police, fire and city officials, when she became aware of the slick last evening.

She said she was asked to call Environment Canada, "but they'd all gone for the long weekend."

"The smell from the river is unbelievable," she said.

Meanwhile, Blondin said the storm sewers had not been damaged, adding: "New booms have been put in at the outlet"

"This has happened a couple of times before," the physical environment official added.

"The sewers will have to be flushed out," he added

20/05/1980 *Ottawa Citizen**Alexandria**Ottawa New*

Diesel fuel dissipated

The remains of diesel fuel that leaked from a faulty pipe into the Rideau River Friday have gone to Quebec City by now" and the water presents no danger to local residents, a CN spokesman said Sunday.

About 800 gallons of the fuel, used to power CN trains at the Alta Vista station, drained from the pipe May 9 and soaked into the earth, said the spokesman.

The topsoil surrounding the pipe was dug up and carted away but much remained trapped in a sewer all last week, he said.

Filling the Rideau Canal on Thursday caused the water level to fall and forced the fuel into the river at the Point Hurdman Bridge near the Alta Vista exit of the Queensway. By Friday evening, a heavy smell of gasoline filled the air.

Environment Canada, the Ontario Ministry of the Environment and the City of Ottawa's department of physical environment were notified when the leak first occurred and officials have been busy ever since, he said.

Most of the fuel was pumped from the river during the weekend or soaked up by an absorbent substance placed at the mouth of the sewer and changed twice a day. The pipe insulation was also repaired.

09/06/1980 *Ottawa Citizen**Kingston (CN)**Cornwall*

With picture

Work crews rushed to the outskirts of Cornwall over the weekend to begin cleaning up the wreckage from an early Saturday-morning (7 June) freight train derailment that saw 15 cars jump the track and spill their contents of paper towels, diapers and huge rolls of paper. A tank car with thousand litres of butane also left the track but was not damaged. Canadian National work crews replaced about 100 metres of track, and cleanup efforts are continuing today.

Officials have not yet determined the cause of the derailment.

09/06/1980 *Ottawa Journal**Kingston (CN)**Cornwall*

CORNWALL (Special) Passenger and freight traffic on the Canadian National main rail line is reported back to normal this morning following a derailment here that played havoc with weekend rail traffic from Montreal to Toronto.

Early Saturday morning, 15 cars including a tanker carrying highly-flammable butane gas derailed one kilometre east of here. The 93-car freight train was westbound from Montreal to Toronto.

Cause of the derailment was not immediately known and there is no estimate of damage. No one was injured in the mishap.

CN maintenance crews from Montreal and Belleville worked throughout the night relaying about 500 metres of track, clearing debris and righting the cars, a spokesman said.

Of the 93 cars on the freight, 61 were loaded and of the 15 that derailed 11 were loaded. Their cargo, consisting of tissue paper, fibre board and wood pulp was strewn around the track to a distance of 300 metres.

The only danger was located in one car that contained highly-flammable butane gas that derailed but since it remained upright and was not ruptured officials on the scene said there was no danger. However, officials from the ministry of the environment were called to the scene as a precaution.

Train making final run smashes truck to pieces

By Brian Filion

A thundering tremor accompanied by a mushroom of dust brought the northern sector of Alexandria to life just before the noon hour on Tuesday. When the dust had settled a tractor trailer had been sawed in half by a high speed passenger train heading west on the C.N. tracks.

People were awed by the accident scenario. What could have been a derailment resulting in numerous fatalities was simply a smattering of the truck over a 1,000-foot radius. No one was seriously injured.

Within 10 minutes after the collision, William John Brown, 35, of St. Marys, Ontario, operator of the unit, was being removed from his capsized cab which had spun 180 degrees when it jackknifed, then overturned.

He was promptly transported to Glengarry Memorial Hospital for treatment of a fractured left foot and will be kept under observation there, a hospital spokesman reported.

Two engineers in the front-running locomotive were shaken up but not hospitalized.

Damage to the tractor trailer was estimated at \$80,000 by the Alexandria Police Department while damage to the train could not be assessed at the scene. A diesel locomotive from Ottawa towed the train into Montreal on Tuesday afternoon.

Two empty flat-bed trailers owned by A. Gledhill and Son Inc. were northbound, heading to their Hawkesbury terminal, when the accident occurred.

The second truck was only half way across when the train struck him just behind the cab near the back axle, a first-hand observer who wished not to be identified only as Bob, reported.

Mike Bellefeuille, an employee at nearby RVA Steelworks Ltd., heard the collision and looked up only to see a cloud of dust.

Alexandria Police Chief Sylvio Cleroux said that from his investigation it appears the trucks may have gone through the railway crossing lights.

A half-ton truck driven by Bernard Oullette of 48 Route 201 St. Louis de Gonzague was parked on the north side of the tracks when the collision took place and flying debris smashed the left front end of his truck.

The streamline five-car train manufactured by Bombardier Inc. was on a test run from Montreal to Ottawa before being sold to a United States rail company, Amtrak.

Dominique April, a Bombardier test crew member said the newly designed passenger model was capable of speeds exceeding 120 miles per hour. He estimated the speed at the time of collision at 80 m.p.h.

The train was on its last trial run on this route before delivery to the buyer at the end of the week, one crew member lamented.

18/06/1980 *Ottawa Citizen**Alexandria**Alexandria*

New train totals truck while on raining run

Via Rail's new futuristic train collided with a tractor-trailer during a test run through Alexandria Tuesday, sending a St. Mary's man to hospital. Alexandria police said .

William John Brown, 35, is in hospital with minor injuries after the collision at a railway crossing on Highway 34 in Alexandria.

The LRC (Light, Rapid, Comfortable) train is being tested throughout Ontario and Quebec by Via Rail for high-speed passenger service.

Police chief Sylvio Cleroux said a freight train was stopped near the crossing, giving the LRC the right of way. The warning lights were flashing when the tractor-trailer crossed the tracks and was struck by the experimental train. "

Cleroux said the five-car train carrying 18 Via Rail and Amtrak staff members was probably travelling about 60 to 70 m.p.h. run [sic]. None of the staff members were injured.

Police said the tracks were closed for two hours before a diesel from Ottawa arrived to tow the damaged train back to Montreal.

The \$80,000 truck was a write-off.

The train was making a test run from Montreal to Ottawa.

Police said a car stopped on the other side of the tracks at the time of the collision sustained \$500 damage from flying debris, and three cars in a parking lot nearby sustained \$1,500 damage.

23/06/1980 *Ottawa Citizen**Belleville**Perth*

Man's short cut leads to death

A Perth man died instantly Saturday when he was hit by a train and dragged 500 metres while taking a short cut home along the railroad tracks.

In one of ten fatal accidents in the area this weekend, John Paul Noonan, 22, of Wilson Street, was struck by an 85-car Canadian Pacific freight train about a kilometre east of Perth at 2:10 a.m.Saturday.

"According to the train engineer, he was lying on the planking between the railway tracks at the crossing, said Corporal Vince Price of the OPP in Perth.

Police speculate Noonan tripped, knocking himself out in the fall.

27/06/1980 *Ottawa Citizen**Brockville**Smiths Falls*

Injury only minor in car-train bump

SMITHS FALLS (Staff) A Smiths Falls-area man suffered only minor injuries when his car skidded into the path of an oncoming Via Rail train about 6 p.m. Thursday.

The accident involving Ian D. Schokking, 19, of RR 4 occurred at Hydro Road, about three kilometres south of here.

Ontario Provincial Police in Brockville said Schokking apparently tried to stop when he saw the warning signal but skidded on the wet road and onto the tracks. He accelerated in an attempt to get off the tracks but his car was hit on the left rear end.

Paul Raynor, public relations officer for Via Rail in Toronto, said today the seven-car passenger train enroute from Ottawa to Toronto received no damage and the driver and passengers were not injured.

The driver of the train was George R. Christopher, 57, of Belleville.

With picture

Steam excursion season opens

The popular steam train, which carried about 7,000 people from Ottawa to Wakefield and back last summer, makes its first run Tuesday. The train, which carries 340 passengers, leaves the National Museum of Science and Technology each Sunday and Wednesday at 10 a.m. and arrives in Wakefield at 11:45 a.m. It leaves Wakefield at 2 p.m., arriving back at the museum at 4 p.m. Tickets are \$8 for adults, \$4 for children and can be obtained at the museum on Mondays. The trips will run until August 31.

02/07/1980 Ottawa Citizen

Beachburg

Lake Traverse

Woman dies in train trestle tragedy

An Canadian Forces woman based in Ottawa, killed Tuesday when she was hit by a train as she crossed a trestle over the Petawawa River in Algonquin Park, had no reason to be on the Canadian National crossing.

Cpl. Edith Aileen Knechtel, 29, was part of a 10-member canoeing expedition, all based in Ottawa with Unit 764 Communication's Squadron, that was using the trestle to portage a section of the river near Traverse Lake.

Knechtel, formerly of Vancouver, was killed instantly and thrown into the river rapids when struck by the westbound CN freight train about 8:50 a.m. She had been carrying camping supplies.

Jim Griffin, operations manager at the provincial park, said today the group had no need to use the trestle as a portage.

He said there is a 1,300-metre portage around a bad stretch of rapids near the trestle.

"The portage itself doesn't use the trestle . . . They didn't need to use it."

He said the portage had been moved across the river last year because park officials had been concerned about a stretch that had crossed the tracks near the trestle.

Two other members of the expedition, attempting to rescue Knechtel, were injured in a fall down a steep embankment after they jumped to avoid the train.

Lt. Mike Maxwell, 24, formerly of Regina, and Master Cpl. Robert McClennan, 39, of Peterborough, are in satisfactory condition at the National Defence Medical Centre in Ottawa. McClennan suffered a broken ankle in the fall and Maxwell received bruises and scrapes.

They were treated at the Canadian Forces Base Petawawa hospital before being transferred to the medical centre.

The train trestle on CN's main line is located 2.8 kilometres west of Lake Traverse, a small resort village about 96 kilometres northwest of Pembroke.

There are no warning signs on the 100-metre-long trestle because it is not located near any roads and isn't intended for pedestrians, a CN spokesman said today.

There are no railings on the which runs about 10 metres over the fast-flowing river.

Fatal trip was not military

A Canadian Forces woman, Cpl. Edith Aileen Knechtel, was killed Tuesday when she was hit by a train while crossing a Canadian National railway trestle over the Petawawa River.

She was part of a 10-member canoeing expedition using the trestle to portage a section of the river near Traverse Lake.

A spokesman for Unit 764 Communications Squadron of which Knechtel was a member said the trip was a privately-organized expedition by members of the squadron and took part of any military exercise. The group members, eight men and two women, were on leave.

The group left Ottawa Saturday for a seven-day canoeing expedition into Algonquin Park. They were following a popular Canoe trail mapped out by the provincial natural resources ministry.

He said Knechtel was trailing behind the group when they heard the train approaching.

"The exact details to indicate why she moved so slowly are not clear," said the spokesman.

He said the group had crossed the trestle once before in search of a trail.

02/07/1980 Ottawa Journal

Beachburg

Traverse Lake

By Doug Gloin JOURNAL REPORTER

A wilderness canoe trip to Algonquin Park ended in tragedy yesterday for 10 Ottawa armed forces members when one of the party was killed after being trapped on a narrow railway trestle by an oncoming train.

Two of the victim's companions were critically injured when they fell from the trestle into a rock-strewn river 50 feet below in a vain attempt to rescue the 24-year-old female armed forces member.

On social trip

Department of National Defence spokesman Capt. Dick Adams said the three victims were part of a group of 10 armed forces personnel on a week-long social canoe trip through the park. They were due to return from the trip this Saturday.

"It's certainly a real tragedy for them," Adams said yesterday.

Pembroke OPP said the victim was carrying camping equipment across the narrow trestle spanning the Petawawa River near Traverse Lake just before 9 a.m. when she was trapped by an westbound freight train travelling through the park.

Police said the woman had travelled too far onto the trestle before seeing the oncoming train and was unable to reach safety in time.

The train struck the woman, throwing her from the bridge into the water below, killing her instantly.

Forced to jump

Two male companions were unsuccessful in trying to reach their trapped companion, and were forced to jump into the rapids below, narrowly avoiding being hit by the train as well.

Two other canoeists in the group made their way to a road and managed to flag down a passing truck and summon help for the injured victims.

Pembroke OPP, military police and rescue crews used old logging roads to reach the two men lying on the rocks below the bridge within two hours of the mishap.

"That bridge is used by canoe trippers all the time to portage the river in spite of signs warning them of the danger," a police spokesman said. "It's more convenient and faster for them, I guess."

The trestle short-cut cuts about a half-kilometre from the distance required to portage the swift-flowing section of the river, which winds through the seldom-travelled northwest corner of the park.

The freight train had left the park's Traverse Lake railway station about three kilometres east of the bridge just minutes before the tragedy occurred.

The names of the victims were withheld pending notification of next of kin.

Back in Ottawa

Police said the remaining seven uninjured but shaken members of the group returned to Ottawa yesterday afternoon.

The two injured males were rushed to hospital at CFB Petawawa, about 160 kilometres from the tragedy, before they were transferred to the Department of National Defence Medical Centre in Ottawa last night.

DND officials said the two victims are listed in critical condition with internal injuries and lacerations suffered in the fall.

Three men injured in scaffold collapse

PEMBROKE (Staff) Three men were taken to the Pembroke General Hospital today when the scaffold they were working on broke, and they plunged about 80 feet into the Muskrat River.

The accident occurred about 1:30 p.m. when a work crew from the Quebec area employed by Canadian National Railways cross-braces on the was replacing railway trestle near the Industrial Road.

They were taken by ambulance to the hospital and it is believed they have multiple injuries to their backs and ribs.

Pembroke OPP have not yet released the workers' names.

23/08/1980 *Ottawa Citizen**Prescott**Kemptville*

Train hits halted car

A CP Rail freight train bound for Toronto derailed at a railway crossing near Kemptville Friday when it slammed into a car, dragging it and its occupant five metres along the tracks.

Kemptville OPP Constable L.H.J. Morgan said 60-year-old Cora Mae Byrd, of Oxford Mills, who was in the car suffered no injuries.

Byrd spotted the train as she reached the intersection of Johnston and County Rd. 18, five kilometres west of Kemptville, but she apparently stopped her car too close to the tracks.

The crossing has no warning: lights or gates, and is identified with a criss-cross railway sign only.

27/08/1980 *Prescott Journal**Prescott**Prescott*

Out of the past - 1940 a Big year for Coal Traffic in Prescott.

An unprecedented volume of slack coal was reported to have passed through the CPR Prescott yards in the summer of 1940. During that year's navigation season, at least 1000 tons of coal per day were off-loaded at the fort town by the Valley Camp, Coal Haven and Collier, with the freighters making at least three trips per week to the port during July and August.

The boom in coal accounted for a significant rise in employment at the CPR coal yards with crews of 20 to 30 men being required to handle the off-loading as well as at least 4 coal trains per day being run from the town.

20/09/1980 *Ottawa Citizen**Maniwaki*

Steam Train Excursion

Thanksgiving program

SUNDAY OCTOBER 5 - MANIWAKI

No regular passenger trains have run on the line north of Wakefield since 1963. Passengers on this excursion will be able to see the Fall colours in the Upper Gatineau from a new perspective, and if weather permits the train will make a photographic runpast at a scenic location.

SATURDAY OCT. 11 BARRY'S BAY

Late last century famed Ottawa lumber baron J.R. Booth built and operated this line as the Canada Atlantic Railway. Weather permitting passengers will be able to photograph the train in motion on this occasion also.

MONDAY OCT. 13 - WAKEFIELD

This is a late season version of the popular excursions to this point. At this time the autumn colours should be at their peak.

Full schedules shown

17/10/1980 *Ottawa Citizen**Alexandria**Moose Creek*

Van collides with train; man killed

A Nepean man was killed and three other men seriously injured Thursday when a small van collided with a passenger train at a level crossing near Moose Creek, 65 kilometres southeast of Ottawa.

Donald Empey, 22, of Cheryl Road, died when he was thrown out and pinned under the van he was driving after it collided with Canadian National's Ottawa-Montreal train about 2:25 p.m.

Provincial police in Long Sault said the driver attempted to stop, but the van skidded on the gravel road into the path of the locomotive.

Employed by Kirby Vacuum Cleaners Co., in Ottawa, the four men were on the way to Monkland to pick up three other salesmen who had been canvassing in small communities in the area.

Provincial police said the three passengers were also thrown from the vehicle after the collision. The train was travelling about 128 km/h.

One of the three passengers, Mark Mantell, 18, of Newbury Ave., Nepean, is listed in critical condition at the Ottawa Civic Hospital.

Also at the Civic is Danny O'Brien, 20, of Campbell's Bay, Que. He is listed in fair condition. Listed in fair condition at the Ottawa General is Garry Masson, 22, of Emperor Ave., Ottawa.

Empey died at the scene of the mishap.

While there are no signals at the 8th Concession Road crossing where the accident occurred, police said trains are visible from a fair distance.

None of the passengers on the train were hurt and the train continued to Montreal after police questioned the train's engineer.

20/10/1980 *Ottawa Citizen**Waltham**Quyon*

Man buys railway station

A moving experience

For a dollar, Ottawa consultant Stephen Bancroft bought a chunk of history that no one else wanted. All he had to do was move it.

The century-old, two-storey, CPR Quyon train station, about 45 kilometres northwest of Ottawa, hadn't been used for about four years and was destined for demolition until Bancroft noticed it a few months ago.

Bancroft and CPR officials had no trouble making a deal. Canadian Pacific wanted to clear the land and the 46-year-old Bancroft wanted a place for a bar and social facilities for his planned country retreat in Onslow.

But there was a catch he had to move the 12-by-16 metre building by trailer and it was going to cost more than \$7,500. And today was to be moving day.

Bancroft, a police escort and hydro crews were to make the 15-km trek along Wolf Lake Road to his 750 acres of land in Onslow at 9 a.m.

By 10, Bancroft hoped Pontiac County residents would go easy on their electricity. At peak times the 110,000-watt main power line that crosses the road drops by more than 30 centimetres 30 centimetres: too many for his load to fit underneath.

Saturday, when he first put the station on the trailer a half-metre thick steel beam snapped in half.

"Every cent I own has gone into my dream," he said Sunday.

Renovations to the old station will cost him more than \$20,000.

"I always wanted a train station, I almost bought one a few years ago but my wife didn't want me to."

With photo

Train station derailed

Ottawa consultant Stephen Bancroft is the proud owner of the old Quyon train station. The station, which was destined for demolition, was purchased for \$1. with one hitch ... all Bancroft had to do was move it. Moving day was Monday.

He wanted a train station ... he got one

Ottawa consultant Stephen Bancroft always wanted a train station. And Monday, with a little help from Hydro Quebec and a flatbed trailer, he got one. The Quyon depot was slated for demolition, but for \$1 purchase price and \$7,500 moving expenses, Bancroft's dream was realized.

27/10/1980    *Ottawa Citizen*                      *Chalk River*                      *Pembroke*

Train-truck crash victims identified

Provincial police in Pembroke have identified the bodies of two men killed Friday morning when a 98-car freight train sliced into their pickup truck. The driver of the truck, Greg Wayne MacMillan, 17, of Prince Edward Island, and passenger Donald Michael Cardinal, 23, of Lawrenceville, Que., were travelling eastbound on Hwy. 417 at 8:45 a.m. when the Canadian Pacific train collided with the truck.

27/10/1980    *Ottawa Citizen*                      *Other*

5,000 weekend visitors

Discovery Train back in town:

Showing that even the worst weather conditions are no deterrent to a \$20-million piece of Canadian history, some 5,000 local residents welcomed the country's Discovery Train back to Ottawa on the weekend.

The train, billed as the world's largest mobile museum, will be stationed at the National Museum of Science and Technology on St. Laurent Boulevard until next Sunday.

The 15-car entourage made 34 free-admission stops across the country in the year since it was last in Ottawa. The train was developed and put on track by the federal government three years ago to foster Canadian unity.

As for 1981, the government hasn't determined whether the train, which costs \$3 million a year to operate, will be back on the rails, stored or dismantled. Spokesman Louise Fay feels the expense of the train, visited by 1.75 million persons during the three years, is justified. "We have to look at it on the basis of its appeal to all Canadians, from youngsters to senior citizens," she said.

Fay, who regularly travels with the train's 62 crew members, said it receives the warmest receptions in smaller communities.

The train is loaded with models, mannequins, movies, finely-crafted background scenerios and hundreds of Ca- nadian artifacts that allow "passengers" to relive the days when fishing, farming, logging and mining were laying the foundation of the country.

An informal weekend survey showed few taxpayers, believe they were railroaded by the train's pricetag.

Laura Mills and a friend each brought their three children to visit. "I think it's terrific," said Mills, a first-time viewer. "I don't think the cost is too great when you consider it goes to so many communities."

Fernand Leroux, a teacher at Lamira Dow Billings School in Beacon Hill North, has visited the train five times and plans to bring his class this week.

"It may cost the government a certain amount of money, but if we can get the people to realize the importance of our own culture, it's worth it," he said.

29/10/1980    *Ottawa Citizen*                      *Alexandria*                      *Michael Street*

Driver unhurt in car-train crash

Tony Cappallazzi was hit by a train Tuesday, dragged 12 metres in his car along the tracks and felt "like the Pope was going to be blessing him" today. But he suffered nary a scratch.

The 31 -year-old bachelor crawled from his demolished station wagon seconds after the 4 p.m. crash that spun his car upside down into a water-filled ditch. Cappallazzi, a Goulburn Avenue resident, said he couldn't hear the bells signalling the approach of the west-bound passenger train because his car windows were closed.

Cappallazzi said he brought his car to a stop after seeing the flashing red lights at the level crossing on Michael Street just east of St. Laurent Boulevard.

There are no barriers at the crossing.

It was only then he realized he had stopped too close to the tracks.

"I looked up and saw this great big monster of steel moving towards me. It hit the right front fender, spinning the car around before striking the rear left fender," he said.

"The next thing I realized I was upside down with water coming in through a broken window and the smell of gasoline all around me.

"Let me tell you, it feels like the Pope is going to be blessing you the next day."

The VIA Rail passenger train from Montreal had already started to slow down as it approached the Ottawa station. VIA spokesman Daniel Rosseel said it was travelling at a speed less than 55 kilometres per hour.

The crossing is in the middle of a light industrial area and according to Ottawa police, that is likely the reason there are no barriers.

Although it was the second accident in two years at the crossing, neither the city or Canadian Transport Commission has had requests for the erection of barricades.

A 61 -year-old Rockcliffe man was killed at the crossing in 1978 when his car was struck by a Canadian National train.

Requests for barricades or gates at level crossings usually come from the municipality. The CTC makes the final decision on adding barriers after meetings with representatives from the city and railway officials.

Ferguson said the only damage to the train, which was delayed for 20 minutes because of the Crash, was a broken speedometer cable valued at about \$100.

11/12/1980    *Ottawa Citizen*                      *Prescott*                      *Beech Street*

Ottawa woman killed by freight train

A 20-year-old woman was killed about noon Wednesday when she was struck by a CP Rail freight train near the Beech Street overpass.

Jo-anne Begley, of 250 Loretta Ave., was dragged along the tracks for almost two kilometres and was found by police midway through a tunnel running under the southern corner of Dows Lake.

The train apparently travelled on to the Walkley Road rail yard, with the crew unaware of the accident.

Shocked residents of Beech Street could see a pool of blood about 100 metres north of the overpass, and a bloody trail that extended several hundred metres along the tracks, which run at that point through a steep granite-walled ravine.

The badly mutilated body had to be transported several miles back up the tracks to Scott Street, where the tracks reach ground level, before it could be removed.

Two CP employees said they had heard a radio report from the train that the engineer believed the train had struck some garbage along the tracks.

Although there is fencing along most of the tracks, children sometimes play in the gorge, says Phylis Dirienzo, who works at a Beech Street variety store.



Railway fatality probed

Police are trying to ascertain why a 20-year-old Algonquin College student was in a steep granite-walled ravine near Beech Street where she was struck Wednesday by a CP Rail freight train.

The body of Joanne Begley, 250 Loretta Ave., was dragged almost two kilometres down the tracks and was found by police in a tunnel that runs under the southern corner of Dow's Lake.

Ottawa Police Sgt. John Gorman said an autopsy was performed Thursday, but the results may not be known for a week. It isn't yet known where she entered the fenced-off railway bed.

Gorman said Begley, who was studying to be a pastry chef at the Wood-roffe campus of Algonquin College, lived with her brother.

Police have been unable to find anyone in the Beech Street area who saw the accident, which occurred about noon. The train continued on to the Walkley Road rail yard.