

# Local Railway Items from Area Papers - 1987

07/01/1987 *Ottawa Citizen*

*Chalk River*

*Pembroke*

Pembroke seeks removal of CP Rail lines through town

PEMBROKE - City council endorsed a proposal Tuesday seeking support from the Canadian Transport Commission for the removal of about 12 kilometres of railway track to improve safety at train crossings in Pembroke.

Removal of the Canadian Pacific railway line running along the Ottawa River waterfront through Pembroke would reduce accidents and decrease traffic congestion in the downtown core, council was told.

Ald. Les Scott said rail traffic could be re-routed around the city of Pembroke on the existing Canadian National railway tracks.

Passenger and freight service has declined substantially in recent years to warrant the removal of one set of tracks in Pembroke, Scott said.

In his report Scott, chairman of the city's rail removal committee, said a total of 23 accidents resulting in two deaths and 15 injuries occurred on CPR tracks in the city of Pembroke between 1976 and 1986.

Another nine accidents including three fatalities on CPR crossings just outside the city's eastern borders between 1979 and 1986, he said.

09/01/1987 *Ottawa Citizen*

*Renfrew*

*Renfrew*

Fifth Arson Case Confirmed in Renfrew

By Barbara Sibbald Citizen correspondent

RENFREW The provincial fire marshall's office confirmed Thursday that a fire which severely damaged the 94-year-old former CN train station here was deliberately set.

It was Renfrew's fifth confirmed incident of arson in the last ten months. Damages in the blazes at a boat launch, the Salvation Army Chapel, Ottawa Valley Grain and the town's beach house totalled an estimated \$75,000.

However, police also suspect arson was the cause of a \$2-million fire last April which destroyed 103-year-old Trinity-St Andrew's United Church. Exact cause of that fire may never be known because of extensive damage to the stone building.

Fire chief Randy Foster said some of the fires were set in a similar manner and are definitely related.

"I don't know what's happening. I just hope we catch someone soon," said Foster.

The train station fire was reported at 6:14 a.m. by a neighbour.

Town fire fighters had the blaze under control in about two hours. However, flames destroyed half the roof of the 130-by-16-metre building on Renfrew Avenue West and damaged the interior.

Foster said the wooden building was in poor condition before the fire and would likely be torn down.

CN spokesman Ewa Jarmicka said they haven't decided what to do with the remains of the train station.

Jarmicka said there has been no dollar figure placed on the fire damage yet.

For the past ten years the station has only been used to store equipment There has been no electricity to the building for five years.

The train station was built in 1893 by Valley lumber baron J.R. Booth for his Ottawa-to-Parry Sound railway. CN eventually took over the line in the 1920s. Since 1980, the track has only been used about six times each summer. The line now ends in Renfrew.

Les Anderson, chairman of Heritage Renfrew, said the station was never considered for historical designation despite its age.

"The building was no beauty and it was nothing compared to the CP building which was torn down a few years ago," said Anderson.

The town had considered using the abandoned station as a base for summer recreation programs in 1975. The town was [sic]

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Flying box-car lid fuels Pembroke safety complaints.

PEMBROKE - No injuries occurred when a 1,200-pound fibreglass rail-car cover flew off the top of a CP Rail train in downtown Pembroke here late Wednesday, but the mishap adds fuel to the city's bid to remove eight miles of rail in the community.

The train's slipstream apparently caught under the leading edge of the 55-foot cover used to shield cargo on open-top box cars, and the device became airborne as the westbound freight entered the Muskrat River trestle near city hall.

The cover came to rest on a cement abutment beside a truck route along Lake Street, that along with the train track, runs parallel to the main business section.

CP officials were not available for comment.

The incident follows on the heels of a city based study on the safety hazards of train tracks in downtown Pembroke, released earlier this week by Pembroke council.

Ald. Les Scott, who leads the fight to remove the railway line through Pembroke, could not be reached for comment

Scott, the chairman of the city rail removal committee, stated earlier this week at a council meeting that removal of the track in the community would reduce accidents at level crossings, improve safety and decrease traffic.

Scott wants train traffic to be re-routed along an existing CN line around the city.

A total of 23 accidents resulting in two deaths and 15 injuries occurred on the CPR tracks in Pembroke between 1976 and 1986.

14/01/1987

Ottawa Citizen

Maniwaki

Wakefield train derailed until 1988

The Hull-Wakefield steam train is unlikely to be on track as a tourist attraction this summer, says a Hull councillor.

"We would like to see it running this summer, but it will likely be 1988 before we can get anything going," Coun. Yves Ducharme said at Tuesday's council meeting. He said there is much to be done before the project gets off the ground.

Backers had hoped to get the train running this summer.

Ducharme said negotiations still remain with CP Rail, the National Capital Commission and the National Museum of Science and Technology.

However, Ducharme is optimistic about the project and Hull Council Tuesday approved creation of a non-profit corporation to oversee revival of the train.

Ducharme and representatives from West Hull and La Peche councils will head up the corporation with two community representatives.

The corporation will soon begin looking for bids to operate the tourist train on 17.3 kilometres of track between Hull and Wakefield.

Ducharme said the tourist train would be a long term investment requiring a large amount of money and likely wouldn't be profitable for 10 years.

The non-profit corporation will take over ownership of the tracks and a \$280,000 fund provided by CP Rail when the line was purchased from the company for a \$4.9-million tax receipt.

The line will be leased to the prospective operator of the tourist train, Ducharme said.

23/01/1987

Ottawa Citizen

Brockville

Brockville

New VIA engine looked so big, engineer wouldn't enter tunnel

Passengers on a train from Toronto to Ottawa Wednesday were forced to transfer to a bus in Brockville when a VIA Rail engineer thought the new \$2-million locomotive wouldn't fit through a tunnel.

About 14 passengers in two cars that had been switched off at Brockville were waiting to be picked up by the locomotive and taken to Ottawa, said VIA spokesman Paul Raynor.

Instead they found themselves on a bus after no locomotive showed up.

The cars had been attached to the train travelling the main Toronto-Montreal line, said Raynor.

The engineer had just driven one of VIA's new diesel locomotives from Ottawa to Brockville, with two Toronto-bound passenger cars in tow.

After switching off the Toronto-bound cars just north of Brockville, the engineer headed further down the line to a Y-shaped stretch of track where he was to turn around and pick up the Ottawa-bound cars.

The track would have taken the engine through a tunnel under the main line, and it was there that the engineer balked.

Raynor said the new locomotive, which at 15 feet, eight inches is taller than most of VIA's other engines, has been given official clearance by both VIA and CP Rail for all bridges and tunnels on Canadian rail lines, but the engineer who was driving that night just didn't think it would fit.

"In the middle of the night, with no one to go out with a tape measure and make sure, he made a judgment call and decided not to try it."

He radioed ahead and asked that a bus be sent to pick up the passengers.

Raynor said VIA gives engineers authority to make such a decision.

Inspectors were sent up Thursday to ensure the engine could clear the tunnel, and it did, said Raynor.

"It was close, about a couple of inches. But you either clear or you don't, and it did."

26/02/1987

Ottawa Citizen

Chalk River

Renfrew

Trainman's hand signals may have confused driver killed at railway crossing

RENFREW Confusion over the meaning of railway hand signals may have caused the Oct. 18 death here of a 70-year-old local man whose truck was struck by a train at a railway crossing.

Two witnesses testifying Wednesday during the first day of an inquest into the death of William Guyea said a CP Rail worker waved the man through the Renfrew Avenue level crossing where his truck was hit by an oncoming freight train.

But CP Rail trainman Gary Harper told the coroner's jury he was giving Guyea the railway signal to stop, a horizontal sweeping movement at waist-level.

Guyea, of Harry Street, was southbound on Renfrew Avenue crossing the tracks near Jennet Street when the eastbound train struck his truck broadside and pushed it about 1,350 feet down the track past Hall Street.

The inquest was told two sets of tracks cross Renfrew Avenue. A train on the near tracks obstructed Guyea's view of the second set of tracks and the freight train.

Harper, a trainman for two months, told the five-member jury he thought Guyea was stopped on the wrong side of the road and gave him the railway sign to stop.

Harper said he had not been taught any different hand signals to stop motor vehicles. "We would not normally signal road traffic. It was a spontaneous reaction to use the railway signals."

Witnesses Brian Proulx and George Gruntz said they thought Harper was waving Guyea through the level crossing. Both men were in cars waiting for the red flashing lights to stop.

"There is no confusion in my mind as to what the signal meant," said Gruntz, a CP Rail employee of 30 years said.

It took firefighters 45 minutes to extricate Guyea from his demolished pick-up caught under the front of the train.

He died shortly after arriving at the Renfrew Victoria Hospital.

An autopsy showed Guyea died of a heart attack brought on by a combination of injuries from the accident and severe coronary artery disease.

Jack Saunders, the freight train's engineer, testified Renfrew is the worse place on the Smith Falls-Petawawa line for people crossing when red lights are flashing. Saunders said police should enforce the law and fine people who ignore the lights.

Saunders also said any double track crossing should have gates and that Renfrew should have an underpass so traffic can flow better when trains are in town.

The inquest continues today.

Inquest urges hand signal training for rail staff

RENFREW A coroner's jury here investigating the railway crossing death of a local motorist recommended Thursday that CP Rail instruct its employees in proper motor vehicle hand signals.

The inquest, held into the Oct. 18 death of 70-year-old William Guyea, was told Guyea may have misinterpreted a CP Rail employee's signal as permission to drive through the Renfrew Avenue level crossing.

Guyea died when his pick-up truck was struck by a freight train.

CP Rail trainman Gary Harper said he gave Guyea the railway signal to stop, a horizontal sweeping motion at waist-level. Harper, 22, had worked for CP Rail for two months at the time of the accident.

Two witnesses said they thought Harper was waving Guyea through.

Harper was part of a crew on a five-unit working train that obstructed Guyea's view of the second of two sets of tracks as he waited on the north side.

In addition to the hand signal training course for all new and current CP Rail employees, the five-member jury recommended Renfrew rescind its noise bylaw to allow trains to blow whistles at all crossings in town.

Trains are not allowed to blow whistles at some residential crossings, including Renfrew Avenue.

The jury also urged barriers be placed at all urban railway crossings where there are two sets of tracks.

Jack Saunder, the work train engineer, testified that any double set of track should have gates. "You can have two trains at any time. One train can clear when the next train is right there.

The jury also said CP Rail and the Ontario Ministry of Transportation should run a public awareness program to inform the public of the proper procedure in crossing railway tracks.

The accident was the 12th at town railway crossings since 1980 and the second one in which someone was killed.

The jury's recommendations, aimed at preventing a similar accident, will be forwarded to the Chief Coroner of Ontario. The coroner will send them to the appropriate public and private agencies for action.

Inquest coroner Dr. Ron Lavigne said the jury's recommendations are not binding on any of the parties involved.

04/03/1987 *Ottawa Citizen**Waltham**Hilton Mines*

FUTURE RAIL BUSINESS?

A year or two ago a proposal was made public to haul garbage from Montreal, the Outaouais and Ottawa by rail to the former Hilton iron mine at Bristol, Quebec.

Early in March the Quebec environment ministry gave the owners of the mine a written "agreement in principle" authorizing development of the landfill site. However, a ministry spokesman said the mine owners still need approval from Bristol and Pontiac councils. Bristol council voted unanimously in January to refuse to rezone the land to allow a landfill. The owners, meanwhile, are busy with a three-month information campaign to swing the opinion of local residents in favour of the project.

25/03/1987 *Eganville Leader**Eganville*

Residents Willing To Buy CP Railway Land

An informal survey by two members of Grattan township council has revealed that a number of residents living along the abandoned Canadian Pacific rail line in the municipality would be interested in purchasing the abutting right-of-way if it is offered for sale.

Reeve Orland McNamara and councillor Claude Verch checked with the majority of landowners living along the discarded line, and, said councillor Verch "they were all in favour of taking it back... paying for it."

The CP line from Payne (near Renfrew) to Eganville was abandoned in 1982. The right-of-way from the Eganville village limits east towards Douglas is located in Grattan township. Several years ago Eganville purchased the line from its limits west, in the direction of Augsburg.

The issue of the abandoned Canadian National Railway line in the township continues to be in limbo.

"As far as the CN (line) is concerned, it will pop open someday," Reeve McNamara said dryly.

25/03/1987 *Perth Courier**Belleville**Perth*

Full page item on railway at Perth

10/04/1987 *Ottawa Citizen**Chalk River**Pembroke*

Tracks to be removed soon, council told

PEMBROKE - Removal of the CP Rail lines from the Pembroke waterfront is one step closer, Pembroke Council was told here Wednesday.

Ald. Les Scott, chairman of the city's rail removal committee, wants CP Rail to share trackage with Canadian National Railways to improve safety at several level crossings in Pembroke and in the downtown area where CP Rail trains travel daily.

Rerouting CP Rail trains to CNR tracks bypassing Pembroke would eliminate train-related traffic and safety problems in Pembroke, council was told.

After meeting a CNR representative last month, Scott was assured that relocation of CP Rail trains onto CNR lines is normal procedure between railways.

CNR regional manager Michel Boucher, told Scott in a letter following the meeting, that he would recommend sharing of lines in Pembroke to CNR management.

Council authorized Scott to arrange a meeting with CP Rail officials to discuss the proposal and to examine funding procedures for rail removal with federal and provincial representatives.

13/04/1987 *Ottawa Citizen**Maniwaki*

A bridge too late. Brown's beat

During the winter crews moved in and removed the bridges, about half a dozen of them, along the railway line between Wakefield and Maniwaki. The old CP Rail line between Ottawa and Maniwaki has been abandoned, except for the stretch to Wakefield that volunteers are keeping alive to allow summer steam train tours.

The missing bridges raised the hackles of recreational users. They used the old line, and bridges, for snowmobile trails and off-road motorcycle tours.

"Why didn't the municipalities step in and buy those bridges?" asked one angry former user. "We stopped in those towns and spent money."

"Not worth it," says Low, Que., Mayor Mike Francis. "As a recreational corridor the cost was prohibitive. It isn't just the bridges, but the corridor (old CP right-of-way) leads through farms. An individual couldn't be expected to pick up the cost of fencing."

**BRIDGE REMOVALS PROMPT COMPLAINTS:**

Residents of the Gatineau Valley are up in arms following the removal of some half-a-dozen bridges along CP Rail's abandoned Maniwaki Subdivision between Wakefield and Maniwaki.

The work took place during the past winter - frustrating the planned activities of both snowmobilers and motorcyclists who had begun to use the route as a recreational corridor following its abandonment on December 31, 1985.

Calls to preserve the bridges - and the rail corridor - have fallen upon deaf ears. According to the mayor of Low, Quebec, it wasn't worth it. "As a recreational corridor the cost was prohibitive. It isn't just the bridges, but the corridor ... leads through farms. An individual couldn't be expected to pick up the cost of fencing.

The right-of-way has been turned over to Marathon Realty, CP's real estate arm, for final disposition. (Branchline)

01/05/1987 *Branchline* *Kingston (CN)* *Kingston*

Derailment blocks main line.

On March 28 15 empty flat car on train 318 derailed at Queens, just east of Kingston, Ontario, blocking both tracks of the Montreal - Toronto main line. Overnight VIA Montreal - Toronto trains 58 and 59 were rerouted over CP Rail between Dorval, Quebec and Brighton, Ontario, early March 29. Passengers from other VIA trains were ferried by bus between Brockville and Belleville (95 miles). (Earl Roberts)

09/05/1987 *Ottawa Citizen* *Maniwaki*

Wakefield tourist train project delayed by bureaucratic red tape

Bureaucratic stumbling blocks are threatening to derail the Wakefield steam train project until 1989, say supporters of the on-again, off-again project.

John Trent, a project supporter, said Friday steam train excursions from Hull to Wakefield won't be operating this summer because the province has still not approved a contract to study the feasibility of the train.

And if the contract isn't approved soon, the project may be derailed until 1989, he said.

Supporters had hoped to have the train operating this summer. "But the train may not even be ready for next summer because of this bureaucratic mess," said Trent. The Tourist Development Council of Hull-La Peche, a non-profit group overseeing the revival of the train, has chosen Transurb of Montreal to do a feasibility study on the line and advise the group on leasing arrangements with a private operator.

But until final approval is given on the contract, no work can start, said Trent, chairman of the nonprofit organization.

"The more it's delayed, the more it jeopardizes the chances of getting the train going in 1988."

Trent said he had expected the contract to be proved more than a month ago.

Once the contract is approved, the non-profit corporation will start looking for bids to operate the tourist train on 17.3 kilometres of rail line between Hull and Wakefield. Trent's group will take over ownership of the railway tracks.

The group will also control a \$280,000 fund provided by CP Rail when the rail line was purchased from the railway for a \$4.9-million tax receipt from Hull, West Hull and La Peche.

The line will be leased to the prospective operator of the tourist train.

25/05/1987 *Ottawa Citizen* *Winchester* *Smiths Falls*

Freight train derails in Smiths Falls area

Eight cars of a 78-car freight train, including two carrying chemicals, derailed near Smiths Falls Saturday when roller bearings overheated inside the axle assembly of the 12th car.

The hot bearings caused the axle to seize, said Jim Barlow, CP Rail spokesman. CP Rail investigators are now examining the bearings to find out what caused them to overheat.

Possible causes include manufacturing defects or dirt that somehow got inside the sealed bearing assembly, Barlow said.

Hazardous chemicals did not leak from the two cars. Three cars and about 100 metres of track were damaged in the accident.

Two flat cars were carrying three cargo containers loaded with steel drums of resin most often used in varnishes, ink, adhesives and other paint and plastic products, said Serge Bastien, environment officer for the Spills Action Centre of the Ontario Ministry of Environment.

Bastien said the resin is explosive and flammable and could produce poisonous or irritating vapor or corrosive gases.

But a centre inspector found none of the containers had been pierced or damaged, Bastien said.

"The containers also remained upright, though they were at an angle," he said.

It's not known exactly how much resin was in the containers.

"The whole thing was approached very carefully," Bastien said. The centre was called in about 2 p.m. Saturday by the Smiths Falls fire department.

Gerry Lepage, of the Canadian Transport Commission, also said the chemical containers were not damaged or leaking.

"I don't expect any problems in that area," said Lepage, who was on the scene Saturday.

The commission is responsible for the clean-up and investigation of train wrecks. In addition, it monitors all dangerous commodities transported by rail.

The containers, which also contained auto parts, flooring tiles and paper products, had been loaded in Montreal and were bound for Detroit. The train was moving at about 50 kilometres an hour and was slowing for a scheduled stop at the Smiths Falls rail yard to change crews when the cars derailed at Lome Street, just north of the city limits.

A 100-metre section of track, which is the main freight line between Montreal and Toronto, was torn up.

Workers had the line open again by 4 a.m. Sunday, Barlow said. Trains bypassed the wreck on a section of temporary track installed at the accident site.

The damaged eastbound track has been restored and the westbound track was to be fixed by 4 p.m. today, Barlow said.

No other trains were delayed by the accident. VIA Rail passenger trains do not use the main freight line near Smiths Falls.

Special cranes brought in from Montreal and Toronto put five cars back on the rails by midday Sunday and a sixth later in the day.

The other two cars were to be cleared from the site by noon today, said Barlow.

CP Rail will not reveal the cost of damage caused by the derailment.

10/06/1987 *Eganville Leader* *Renfrew*

CN Willing To Dispose of Abandoned Right-of-Way

Canadian National Railways is willing to part with its right-of-way along the abandoned Renfrew subdivision line at a cost of \$ 1,000 per municipality.

The offer is extended to Grattan, Horton, Admaston, Bromley, North and South Algona, Hagarty and Richards, Sherwood, Jones and Burns, Dickens, Murchison and Airy townships plus the Village of Killaloe and the Algonkian Indian Band. It does not include the village of Barry's Bay.

At its meeting last week, Grattan township council confirmed its interest, through resolution, in purchasing the right-of-way, the Eganville Station and other pertinent accessories situated within its boundaries at the suggested price of \$1,000.

Grattan would then offer these parcels of properties to the abutting landowners at a cost based on an apportioned share "plus any expenses occurring to the Township of Grattan from the purchase and transfer of these properties to the township and disposition to the abutting landowners."



PROBLEMS IN LOCATING CABOOSE: Yet another controversy has emerged to dog attempts by the City of Brockville (Ontario) to mount an historic railway display at the south portal of the former CPR tunnel (nee Brockville & Ottawa Railway) which it now owns.

As reported in the September issue of Branchline, the City recently acquired Caboose No. 437464 from CP Rail with the intention of restoring it and making it a focus for the railway display it intended to develop along the waterfront in the vicinity of the tunnel.

The caboose's final resting place has become a point of contention. The original intention had been to display it on a short piece of track immediately in front of the south portal. The site, however, is also used to hold music concerts during Brockville's annual Riverfest Days which are held during the last week of June and the first week of July. Riverfest organizers are adamant that the car will not displace their activities.

A proposal to make the caboose "portable" by rolling it into the south end of the tunnel during Riverfest and then returning it at the conclusion of the event has also been nixed. The City wants to develop the immediate southern end of the bore into a railway museum (Branchline, September 1987); also the tight clearances of the tunnel probably wouldn't tolerate something as large as the circa 1954 caboose.

Other sites under consideration include Blockhouse Island, the site of the former roundhouse of the Brockville & Ottawa Railway, described in the January 1985 issue of Branchline; or the Brockville Museum, located further to the west at the corner of Water and Henry Streets. The Museum is situated on property which at one time belonged to the Central Canada Coal Company and which was served by Canadian Pacific's Brockville "Loop Line". The tracks were removed several years ago, in conjunction with a redevelopment scheme in the area.

Ironically, the controversy over the caboose is somewhat reminiscent of the storm raised when the City attempted to acquire S-3 Diesel Switcher No. 6591 from CP Rail for historical display. That was solved by sending the unit to the nearby Smiths Falls Railway Museum.

If the City can't get its act together over the caboose, who knows, perhaps the Smiths Falls group may soon be getting a new piece of rolling stock - one that's fully restored to boot! (Philip B. Jago, background information, the Brockville Recorder and Times, 07-10-87)

29/10/1987 *Ottawa Citizen* *Chalk River* *Almonte*

Teenager hurt in train-car crash

A 16-year-old girl suffered minor injuries after her car was hit by a train in Almonte Wednesday.

Lana Turner, of Almonte, was headed east on Main Street shortly before 11 a.m. when the rear of her car was clipped by a northbound freight train.

Turner was taken to hospital in Almonte and treated for minor cuts and bruises.

Ontario Provincial Police say the crossing lights and bells were operating properly at the time of the accident. The train whistle also sounded before the collision.

The accident is still under investigation.

03/11/1987 *Cornwall Freeholder* *Cornwall* *Boundary Road*

Cornwall Man Escapes Serious Injury in Truck-Train Collision on Boundary

A Cornwall man miraculously escaped injury late Monday afternoon when the truck he was driving, carrying a full load of stone slammed into a 15-car freight train on Boundary Road just north of the Highway 401 overpass.

The collision derailed four empty CP Rail tanks as well as the train's locomotive. The truck, owned by Cornwall Gravel, and all the rail cars involved were demolished. There was no damage to the locomotive which had passed through the crossing prior to the collision.

The three-man crew aboard the train was uninjured.

A CP Rail spokesman said it is common practise for an engineer and train-men to travel in the front inside the train's engine while the conductor is located at the rear in the caboose.

"All three men on the train were very lucky, especially the two men in the engine of the train," said Stanley Harris, CP Rail superintendent for Smiths Falls region, which includes Cornwall.

Three of the four derailed cars normally transport highly-toxic chemical fluids between Montreal and Cornwall. The fourth was carrying common rock salt.

A spokesman for the Ministry of the Environment said there could have been a major chemical spill had the cars been loaded.

"We're quite lucky," said Rick Eamon, senior environment officer with the Cornwall office of the Ministry of the Environment.

"If the cars had been full, every resident within a 200-metre radius would have been forced to evacuate," said Eamon. "The vapours alone from the Caustic and styrene monomer are very hazardous."

One of the empty cars was slightly punctured and was carrying styrene monomer which is flammable, but a CP Rail official said there was no real threat to residents. "All of our cars are double-lined and that particular puncture is barely through the first seal."

Harris said the affected line was a branch line. The main line runs from Montreal to Smiths Falls.

CP Rail crews from Montreal separated the twisted tanker cars from the standing 10 cars and caboose late last night.

Residential traffic returned to normal shortly after 1 a.m. this morning.

A crane from Montreal was to pull out the partially buried cars today. "I'm not sure when they'll be done there but you've got to understand they are working under poor conditions. Some of the cars are filled with water and its going to be a slow process," said Harris.

Local firefighters sprayed the empty tankers for almost four hours as a precautionary measure.

Cornwall Fire Chief Pete Champagne said there was never any real threat of fire. "We had three pumpers carrying more than 18,000 gallons of water there last night and we would have only had to shuttle water from about half-a-mile from our nearest water source, he added.

Rural roads such as, Boundary and Headline roads, are regularly used by Cornwall Gravel trucks to gain access to Montreal and Kingston by Hwy. 401.

Officials from Cornwall Gravel were reluctant to make any comments today but did say the truck was worth more than \$110,000 and added "our driver is lucky to be alive."

Railway crossing crash site to re-open today

CORNWALL CP Rail officials expect to reopen later today the freight branch line in the northeast sector of the city that was the scene of a truck-train collision Monday evening.

The accident occurred shortly after 5 p.m. when a fully-loaded southbound gravel truck smashed into a 15-car freight train on Boundary Road just north of the Hwy. 401 overpass.

The collision derailed three empty cars and one car loaded with rock salt. The truck, owned by Cornwall Gravel, was demolished.

The truck's driver, Allan Acheson, 31, suffered a sprained left ankle and a fractured pelvis. He was in stable condition Tuesday at Cornwall General Hospital.

"It was really a miracle because it could have been a big disaster," said Cornwall Police Staff Sgt. Brian Kirkey. Charges are pending, he said, but refused to give details.

The three-man crew aboard the train was not injured. CP Rail assistant superintendent Greg Seeney arrived from Smiths Falls to help with the first CP Rail crews.

With the aid of a 150-ton crane, the derailed cars were cleared Tuesday off the damaged tracks. About 24 metres of track had to be repaired. The damage hasn't been estimated.

The track is a branchline to the main east-west CP line and is used only by freight trains linking Cornwall with Montreal. The railway crossing is marked with a sign post, but has no barrier or flashing signals.

05/11/1987 *Cornwall Freeholder**Cornwall**Boundary Road*

**BOUNDARY ROAD WILL BE BLOCKED UNTIL THURSDAY**

Boundary Road at the CP Rail tracks remains blocked today as rail crews sift out the twisted metal remaining from the truck-train collision Monday afternoon.

City police Sgt. Denis Moquin said traffic may not be restore for a day-and-a-half now. "It takes quite a bit of time," he said.

A crane with a capacity of lifting 250 tonnes and designed specifically for hoisting trains was brought in Tuesday from Montreal to extract the derailed cars.

"We are currently pulling out the cars and placing them back on their trucks. So far, we've got two upright and we should have the other two by today," said Stanley Harris, regional superintendent for CP Rail.

He said the rail cars average 100 tonnes.

Harris said the main track between Montreal and Smiths Falls was interrupted for one day and has returned to normal service.

The four tank cars following the engine were thrown-off the track by the collision with a double-axle truck loaded with gravel.

Jean-Pierre Wathier, owner of Cornwall truck Centre, said the average weight of a typical gravel truck with a full load would be in the neighbourhood of 30 tonnes.

Moquin said the fully-loaded gravel truck was carried 9.8 metres by the eastbound train.

One of the three crew members who did not want to be identified said the freight train was travelling "about 20 miles an hour." However, Harris would neither deny nor confirm the estimated speed but said "for us the maximum speed there (the crossing) is 25 miles per hour."

Rural roads north of the city are frequently used by heavy trucks which transport gravel and sand from the Cornwall Gravel quarry located on Headline Road.

Harris said CP Rail will be investigating the collision. "We definitely plan to have an inquiry into the accident."

18/11/1987 *Ottawa Citizen**Chalk River**Renfrew*

Bylaw lifted, trains can toot whistle in Renfrew

RENFREW Town Council has scrapped a 17-year-old bylaw prohibiting trains from sounding their whistles at railway crossings.

Council's decision is in response to jury recommendations from a coroner's inquest in February.

The inquest looked into the death of Renfrew resident William Guyea, 70, who was killed in October 1986 when his truck was hit by a freight train at a crossing on Renfrew Street East.

The jury made a number of recommendations, including: one to permit trains to blow whistles at railway crossings in the town.

Deputy Reeve Denis Watts said the town's train whistle bylaw was passed in 1970 after residents complained of being disturbed by night trains.

(But) there aren't nearly as many trains now maybe only one a night," said Watts.

Councillor Barry Belanger said "If (the change) saves one person . . . from being hurt, we should let (the trains) blow their whistles."

The bylaw prohibited train crews from blowing the whistles at five crossings, including the one where Guyea was killed.

The other crossings are situated on Hall Avenue, Plaunt Street, Munroe Street West and Raglan Street.

The jury also recommended that CP Rail erect barriers at all double crossings and to make sure that employees know the proper hand signals used to warn motorists at crossings.

The coroner's jury determined that the fatal accident may have been a result of improper hand signals used by a CP employee. The employee, who had been with CP two months when the accident occurred, apparently gave Guyea the railway signal to stop a horizontal sweeping motion at waist level. Instead, Guyea started through the crossing and his truck was rammed by the train.

Two witnesses said they thought the employee was waving Guyea through the intersection.

21/11/1987 *Ottawa Citizen**Alexandria*

Kids invited to ride the rails with Max and Santa

Santa Claus is going to town Montreal that is.

VIA Rail's eighth annual Santa Claus Train leaves from Ottawa Dec. 13. Four cars are set aside on the regular Ottawa-to-Montreal train to accommodate the 350 or more children and adults expected to join Santa on the train.

A light lunch for children and adults will be provided at Montreal's Le Grand Hotel on University Street. A giant screen set up in the hotel ballroom will show movies.

The train leaves the Ottawa station at 9:15 a.m. and arrives in Montreal at 11:43 p.m.[sic]

Departure from Montreal is 3:35 p.m. and the train arrives back in Ottawa at 5:50 p.m. CJOH's Max Keeping will be guest conductor.

Cost is \$34 for adults, \$19 for children two to 11 years old and children under two are free.