

Local Railway Items from Area Papers - Cornwall Subdivision

07/12/1888 Almonte Gazette Cornwall Cornwall

Cornwall proposes to secure for the C.P.R. bonuses of \$400,000 from the municipalities interested in order to run a spur line into the municipality.

02/02/1912 Eastern Ontario Review Cornwall

A Glengarry Railway

Toronto Jan. 29 - The Glengarry and Stormont Railway Company has made a petition to the Ontario legislature for the right to construct a line from the C.P.R. in Lancasrter township, Glengarry county, south west to a point at or near the St. Lawrence river in the township of Charlottenburg and west through the town of Cornwall in Stormont county to be operated by steam or electricity or otherwise, and with the right to connect other lines in the neighborhood.

11/07/1912 Chesterville Record Cornwall

C.L. Harvey C.E. expects to have engineers at work in a few days locating the St. Polycarpe to Cornwall railway which is to pass about half a mile north of Williamstown. A charter has been obtained for this line which is to run from a point on the CPR at or near St. Polycarpe southerly and westerly through the County of Glengarry to Cornwall.

18/07/1912 Morrisburg Leader Cornwall

Mr. C.L. Hervey, C.E., and a party of engineers started from Cornwall Wednesday to select a route of the proposed railway from St. Polycarpe P.Q. to Cornwall. A charter has been secured for this line and work will be rushed forward as soon as the preliminary survey is made. The road will run from a given point on the Canadian Pacific at or near St. Polycarpe, and will run westerly and southerly through Glengarry and Stormont to Cornwall, passing about half a mile north of the village of Williamstown.

26/07/1912 Eastern Ontario Review Cornwall

Another Railroad

Mr. C.L. Hervey, C.E., and a party of engineers started from Cornwall Wednesday to select the route of the proposed railway from St. Polycarpe, Que., to Cornwall. A charter has been secured for this line and work will be rushed forward as soon as the preliminary survey is made. The road will run from a given point on the Canadian Pacific at or near St. Polycarpe and will run westerly and southerly through Glengarry and Stormont to Cornwall, passing about half a mile north of the village of Williamstown.

04/04/1913 Eastern Ontario Review Cornwall

Ottawa, April 5. - The Glengarry and Stormont railway is a new company which will seek incorporation at the present session of Parliament. It proposes to build a line from St. Polycarpe Junction to Lancaster, Charlottenburg, Williamstown, and Cornwall. Right to enter into agreements with the Canadian Pacific, the Grand Trunk and the Ottawa and New York railway companies will also be sought.

23/08/1913 Eastern Ontario Review Cornwall

A New Railway

Plans for a railway from the main line of the C.P.R. at St. Polycarpe to the town of Cornwall have been placed before the Minister of Railways for his approval, and the hearing on the route map application has been fixed for Saturday. Several cross country municipalities will be served by the new line, which is to be 30 miles long. The company which wants to build the line was incorporated last session, under the name of Glengarry and Stormont Railways.

25/09/1913 Morrisburg Leader Cornwall Cornwall

Stormont and Glengarry Railway

Cornwall, Sept 22 - C.L. Hervey, promoter of the new Stormont and Glengarry Railway; Mr. Mountain, engineer of the Railway Commission; General Superintendent Bowker, of the G.T.R., Montreal, Superintendent Coyle of Belleville and several engineers were in Cornwall looking over the proposed crossing of the new road over the G.T.R.

The Grand Trunk had an official here also looking over the country between the Ottawa and New York Railway track and the east end of Cornwall, and it is possible the G.T.R. may lay a track on Water street to take care of the mill traffic as well as that of the heavywares coming to other parties in the town.

The G.T.R. has been negotiating for running rights over the O. & N.Y. from Ottawa to Cornwall.

23/10/1913 Morrisburg Leader Cornwall Cornwall

Counties Council Meeting

The committee had received a letter from C.L. Hervey, C.E. promoter of the proposed Glengarry & Stormont Railway asking for a cash bonus of \$30,000 in exchange for stock, to be transferred only after the railway is in operation and asking that same be submitted to ratepayers. As the proper steps as laid down by the Municipal Act have not been complied with the committee recommended that nothing be done until the matter is approached in the proper way and petitions signed by 50 ratepayers from each municipality in those counties are presented to council.

Messrs Merkley and Cooper moved that the report be referred to the committee of the whole.

Mr. McLeod in the chair.

The report was adopted in committee and also in Council without amendment.

07/11/1913 Eastern Ontario Review Cornwall

Glengarry and Stormont Railway

A special meeting of the above company will be held in the city of Montreal, on Monday December 1, at 12 o'clock noon, for the purpose of considering and if deemed advisable of authorizing the issue of first gold bonds to the extent of seven hundred thousand dollars,

18/12/1913 Morrisburg Leader Cornwall

Cornwall will on January 11 vote on a bylaw to grant a bonus od \$5,000 to the Glengarry and Stormont Railway Company to aid in the construction of a road from St. polycarpe, Que., on the C.P.R. to Cornwall.

08/01/1914 Morrisburg Leader Cornwall Cornwall

In Cornwall the bylaw to grant a bonus of \$5,000 to the Glengarry and Stormont Railway was carried by a majority of 209, 290 votes being required to assure the passing of the by-law

20/03/1914 Eastern Ontario Review Cornwall

For a New Railway

Ottawa March 16. - A new Canadian Pacific line in the eastern part of Ontario is foreshadowed in a noticve given for a charter for the Cornwall and Hawkesbury railway.

The line would be constructed from Cvorncwall, in Stormont county, to Martintown in Glengarry, and thence to Alexandria and Hawkesbury crossing the Ottawa river to the Canadian Pacific at Grenville of Calumet.

Power is sought to co0nnect with the C.P.R., Grand Trunk, Ottawa and New York, and canadian Northern lines.

Glengarry Railway

Cornwall, Ont., April 22. - Work will be commenced on the construction of the Glengarry and Stormont Railway as soon as weather conditions permit. The promoters have let the contracts for several sections of the road, which is to connect Cornwall with the C.P.R. at St. Polycarpe, Que., through country which has never been served by a railroad. It is expected that the rails will be laid the entire length of the road by November 1, and that trains will be running a month later.

15/05/1914 *Eastern Ontario Review* Cornwall

The promoters of the Glengarry and Stormont Railway will, just as soon as weather conditions will permit, proceed with the construction of the new line which is to connect Cornwall with th C.P.R. at St. Polycarpe Junction. Several sections of the road have already been given out on contract, and it is confidently expected that the rails will be laid the entire length of the road by November 1st, and that trains will be running before next Christmas.

28/05/1914 *Chesterville Record* Cornwall Cornwall

C.L. Hervey C.E. of Montreal and Lancaster and promoter of the Stormont and Glengarry Railway which is to be built from Cornwall to St. Polycarpe where it will connect with the CPR was in town today. The Smith Concrete company of Montreal, have been awarded the contract for the bridges over the Black River, M.M. McArthur, Montreal, will build thirteen miles of the road from St. Polycarpe west; A.F. Mulhern of Cornwall, four miles; H. Johnston, one mile; D.B. McIntyre of Maxville one and one-half miles; G and S Railway company four miles, and G.R. Phillips of Cornwall, four miles which will complete the twenty seven and a half mile distance between St. Polycarpe and Cornwall. It is expected that the rails will be laid before the first of December next.

29/05/1914 *Eastern Ontario Review* Cornwall

Mr. C.L. Hervey C.E., of Lancaster and Montreal was in town on Saturday. Mr Hervey says the arrangements for the expropriation of land for a right away for the Glengarry & Stormont Ry., which is to connect Cornwall with the C.P.R. at St. Polycarpe are progressing favorably. Contracts have been let for the entire distance and work on some of the sections will be commenced this week. Mr. G.R. Phillips of Cornwall has the first contract running out to Cornwall to the East and the other contractors in order are as follows - the Glengarry and Stormont Ry. Co.4 miles; Mr. D.B. McIntyre of Maxville 1½ miles; Mr. H. Johnston of Montreal, 1 mile; Mr. A.F. Mulhern, of Cornwall 4 miles; Mr. M.M. McArthur of Montreal 13 miles, into St. Polycarpe. the Smith Concrete Co of Montreal has the contract for the building of bridges crossing the Black River. It is expected that steel will be laid the entire distance by December 1st of this year.

17/07/1914 *Eastern Ontario Review* Cornwall

Cornwall , Ont., July 11th - the work of construction on the Glengarry and Stormont Railway is being pushed ahead at a rapid rate. Grading operations are now in progress from St. Polycarpe to the west side of the county of Glengarry, the scraper work being completed on this section. Concrete work for the bridge foundations was started Thursday

The station and water tank is in course of erection at Williamstown, the latter to be completed by September 1, when track-laying and ballasting will be started. On the Stormont Section the right of way is being cleared in preparation for putting in culverts and fencing before grading. This work also is being pushed rapidly forward.

The River Beaudette that bridge foundations and also the South Branch bridge foundations are in course of construction.

07/08/1914 *Eastern Ontario Review* Cornwall

The New Railway

Cornwall July 21. - Atchison & Co. and Harry Williams of Cornwall have been awarded the contract for the erection of the Cornwall terminal of the Glengarry & Stormont railway and work will be started immediately.

The new road will run from Cornwall through Glengarry county to St. Polycarpe, Que., and connect there with the Canadian Pacific railway, giving this section a new connection both east and west.

18/12/1914 *Eastern Ontario Review* Cornwall

New Line to Cornwall

Cornwall, Dec. 1. - The completion of the laying of rails on the Glengarry and Stormont Railway, which connects Cornwall with the Canadian Pacific Railway at St. Polycarpe,Que., was marked by a luncheon to C.L. Hervey, C.E. of Lancaster and Montreal, and the other directors of the road, in St. Andrew's Hall, Williamstown, this afternoon, provided by the Indies of Williamstown, Col. Donald M. Robertson, of Williamstown and Toronto, was chairman

25/03/1915 *Chesterville Record* Cornwall

The first through passenger train to reach Cornwall from Montreal over the Glengarry and Stormont Railway arrived about 1.30 p.m. Saturday. On board were the following officials from the CPR: Messrs. George Hodge, general superintendent; Wm Stitt, general passenger agent; A.C. Mackenzie, engineer, maintenance of way; L.M. Mactavish, traveling freight agent; J.R. Gilliland, Smiths Falls, district superintendent; O. Kirkland, roadmaster; M. Malloy, bridge and building master; T.B. Ballantyne, resident engineer; C.L. Hervey, A.A. Mellor and D.A. O'Meara, of the Glengarry Construction Company, builders of the road.

The party was met at the depot by His Worship mayor Stiles, members of Cornwall Town Council and prominent citizens. The officials expressed themselves as highly pleased with the road and depots from St. Polycarpe to Cornwall and particularly with the Cornwall Depot which they described as one of the best ever erected on a new road. A stop was made at each station on the way west and considering this fact the train made good time having left Montreal at 10 a.m.

Mr. Hodge the general superintendent stated that as soon as the frost was out of the ground the work of ballasting the road would be proceeded with and rushed to completion as well as other necessary works attended to, and he expected a through passenger service between Montreal and Cornwall would be inaugurated during the month of May.

The visitors were taken for a drive through Cornwall being accompanied by Mayor Stiles visiting several industrial establishments. They were greatly impressed with the outlook locally.

04/06/1915 *Morrisburg Leader* Cornwall

The regular passenger service over the Glengarry and Stormont Railway, the new C.P.R. branch line connecting Cornwall and Montreal and points east and west, was inaugurated when the first passenger train left Cornwall for the metropolis.

Asks Probe At Cornwall
Special To The Citizen

CORNWALL Mayor Lloyd Gallinger today called for a full investigation into the cause of the accident which occurred last night when a freight locomotive ran wild on the town's main street.

The mayor said city council would be called upon at its next meeting to pass a resolution asking the Canadian Pacific Railway for a detailed probe of the incident.

The runaway engine careened down Pitt street, overturned and came to a stop on the edge of a verandah. Four people, two members of the engine crew and two persons who were waiting for a street car were slightly injured in the spectacular crash.

A wrecking crew from Montreal worked through the night removing the 98-ton locomotive. By mid-morning conditions had returned to near-normal on Pitt street north. Street car traffic, re-routed after the accident, was again running on the customary routes.

The locomotive was lifted back on the railway tracks by a giant crane. It was not badly damaged but it will be about a month before it is put back in operation. The engine was taken to the nearby CPR yards.

09/07/1948

Ottawa Journal

Cornwall

Cornwall

Locomotive on "Runaway" Injures Three in Cornwall

CORNWALL, July 8-(Special). Its throttle jammed in reverse gear and its air and steam brakes smashed, a runaway freight locomotive injured three persons and demolished an automobile and a truck when it ran down Pitt street north, pushing nine box cars, late this afternoon.

The locomotive moved in reverse off a siding, owned by the Cornwall Street Railway Company, when the string of empty box cars crashed into it from another siding. The collision tore off the cab roof and jammed the throttle and brakes.

When the locomotive began to push the box cars along the street railway tracks down Pitt street, the engineer and fireman jumped clear.

The motor vehicles were demolished when the locomotive turned over after becoming uncoupled from the empty freight cars.

Owner of the automobile, Arnold Pitts, East Front, leaped from his car just seconds before the careening locomotive crashed down on it.

City firemen rushed to the scene and found the locomotive sprawled across the street. Its front end resting a few feet from a residence occupied by Mr. and Mrs. Albert Lalonde.

Waiting for Street Car.

The Lalondes were standing on their verandah waiting for a street car when they saw the train coming for their house. They jumped to safety, but Mr.

Lalonde was burned slightly on the hand by escaping steam from the overturned engine. Both were treated at hospital. Mrs. Lalonde suffered severe shock.

When the engine toppled over it snapped off a power pole. High tension wires hung precariously for several minutes before a Utility work crew arrived to remove them.

Fires In the engine were extinguished quickly by city firemen.

William Nicholson, 52, of Montreal, was engineer of the switching engine with Gerald Suffle, 25, of Ottawa, fireman. Both men were slightly injured when they leaped from the cab. Nicholson suffered a head laceration which required five stitches. Suffle sprained an ankle in his leap from the engine.

Engineer's Story.

Nicholson, relating details of the accident, said his switching engine had been coupled to nine freight cars. The train was on a siding owned by the Cornwall Street Railway Company, which turns on to Pitt street. The siding paralleled tracks in the CPR yards.

The engineer said the train was set in motion when several box cars slipped down a grade on a nearby siding and crashed into his engine. The collision ripped off the top of the engine's cab and jammed the throttle in reverse gear.

Also smashed were the engine's steam and air pipes.

Nicholson said the locomotive started pushing the freight cars west along the siding towards Pitt street. The train was travelling at a speed of about 15 miles an hour. Both Nicholson and Suffle tried desperately to free the jammed mechanism, but were unsuccessful.

When they realized the train could not be stopped they jumped from the cab.

Reaching Pitt street, the freight rounded a sharp bend and headed south towards the city's business section. It had proceeded less than a block, however, when the engine became uncoupled from the cars and toppled over.

All the box cars remained upright, but several were derailed. They were removed early tonight by work crews.

Pedestrians Flee in Panic

Pedestrians and verandah sitters in the area fled in panic when they saw the lumbering freight round the curve and head down the street. Most people raced into their homes for safety.

Police and firemen soon were on the scene and roped off the area.

The accident which happened on tracks normally used by Cornwall's tram cars, forced re-routing of street car traffic,

The automobile pinned beneath the locomotive was flattened like an accordion. Coal from the tender was scattered through the immediate area.

09/07/1948

Ottawa Journal

Cornwall

Cornwall

Runaway Train Probe Asked

CORNWALL, July , (Special) Mayor Lloyd Gallinger said today the city will demand a full investigation into the accident in which a runaway freight train careened down Pitt street Thursday before the locomotive toppled over: Three persons suffered minor injuries and two motor vehicles were demolished. The parked vehicles were flattened when the engine fell on them.

The overturned locomotive was removed from its sprawling position on the street early today, after a wrecking crew from Montreal had worked throughout the night. The locomotive was lifted by a crane and taken to the nearby CPR yards. An official said the engine would be in working order within a month.

Street car traffic, which was re-routed following the accident returned to normal this morning.

The 98-ton locomotive, from which the engineer and fireman leaped, came to rest a few feet from a dwelling occupied by Mr. and Mrs. Albert Lalonde. Mr. Lalonde was covered with soot and suffered minor hand burns, when the engine turned over practically on his front doorstep. The Lalondes were standing on their verandah awaiting a street car when they saw the plunging freight train bearing down on them.

Runaway Engine Overturns on Pitt Street

Roars Off Siding as Controls Jam: Two Cars Smashed

Minor Collision in Yard Starts Trouble; All Clear Today

Anything can happen in Cornwall.

That's the consensus of residents of this busy little industrial city after seeing a runaway CPR freight engine overturn on Pitt Street Thursday afternoon at the height of supertime traffic, while its nine errant box cars did an adagio down the centre of the street on a street railway track without further mishap. When it was all over, the toll stood at one car and one truck crushed beneath the overturned engine, the engineer and fireman slightly injured, one man with slightly burned hands and his wife in a high state of hysteria.

Order was restored early this morning after a wrecking crew righted the overturned engine in a three-hour tussle.

Mayor Lloyd D. Gallinger said this morning he intends to order a full investigation into the accident.

Engineer William Nicholson, 52, of Montreal, and Fireman Gerald Suffel, 25, of Ottawa, gave their version of the unusual accident.

"We were backing up with nine freight cars on No. 2 siding," said the engineer. "Without warning several freight cars which had already been shunted on No. 1 siding started to roll down grade and struck the cab of the engine a glancing blow. The top of the cab was torn off by the impact and steam filled the cab from broken pipes. Our air pipes were also broken.

Controls Jammed

"When I tried to get the engine out of reverse I found the reverse gear and throttle both jammed by debris. It was impossible to stop the engine. We both jumped off the engine when she was doing about 15 miles per hour and was picking up speed at the Sydney street crossing."

His story was corroborated by the fireman. Mr. Nicholson suffered a gash on his head at the time of impact which required five stitches to close, while his fireman suffered a sprained ankle in the leap from the cab.

The runaway engine then continued on out to Pitt street. The box and tank cars negotiated the turn onto Pitt street safely, but the engine left the rails, breaking free from the cars and toppling over.

It narrowly missed several pedestrians who scuttled to safety.

Mr. and Mrs. Albert Lalonde, 526 Pitt Street, were standing on the verandah of their home waiting for a streetcar. The engine toppled over practically at their feet. Mr. Lalonde suffered burned hands as he dashed into the house to escape being crushed. His wife collapsed from hysteria and shock while the house was filled with smoke and steam from the overturned engine.

Both were taken to hospital for treatment. Later they were released.

Doing "Dipsydoodle"

"They may say those cars were only going 15 miles per hour, but I'll stake my life they were going 50," said Mr. Lalonde today as he rested at his home.

"The box cars were doing a dipsydoodle and my wife ran into the house. I waited outside expecting the electric engine.

"All of a sudden, the big black engine came around the corner on two wheels and started to slide right up to the verandah where I was standing. I couldn't see anything for dust after it hit the verandah. I tried to come in the door and it was jammed.

"I went to run back and something pushed me against the house. I was knocked out for a second and then I got clear."

Mrs. Lalonde said: "For me it was just awful. I was just inside the door when the engine hit. It was too much for me to even think. Bert was outside and he was all I could even think of. Next thing I knew I met him at the back. I guess the relief at seeing him was too much for me."

Arnold Pitts, East Front, had just parked his car in front of 524 Pitt street. His father, Garnet was in the rear seat of the car while Arnold went to get some water from Albert Lalonde, to whom he is related.

Garnet Pitts saw the runaway engine approaching and jumped from the car. As he did, he said he was struck by "something" and buried to his waist in coal. Water from the tender sloshed all over him. He managed to work himself free and suffered injury to his right foot. He was taken to hospital where he was to undergo X-rays this morning.

A panel delivery truck owned by Edwards Electric Company, which was parked between the two houses, was also crushed beneath the overturned engine.

The runaway box and tank cars meanwhile continued for several blocks down Pitt street, negotiating a slight upward grade and then rolling back towards the overturned engine. They were brought to a halt by a man who applied the emergency brakes but not before several cars had been derailed.

Firemen rushed to the scene and rigged lines of hose in case fire should break out, while police and bystanders searched around the locomotive and the wrecked cars to see if anyone had been trapped.

The area around the crash scene was roped off as a broken hydro pole supporting high tension wires posed a threat.

Word of the mishap was immediately forwarded to Montreal and a wrecking crew was shipped to remove the overturned engine.

Many Spectators

Hundreds of curious citizens flocked to the scene during the examining. Streets of service on the Pitt street and belt lines was rerouted because of the wrecked locomotive.

Street railway linemen cleared away a section of the trolley [sic] in the wreck area to allow freedom of movement for the derrick which arrived shortly before midnight.

There was a delay while the track was prepared to bring in the engine crane which was to move the locomotive and work actually got under way shortly before 2 a.m. Three hours later engine and tender were back on the tracks, the huge crane handling the 90-ton locomotive with deceptive ease under the careful guidance of the salvage foreman.

A hop crew then took over preparations of the engine for her trip to the shops and refitting.

Meanwhile, an auto salvage crew hauled away the wreckage of the crushed car and truck, while linemen replaced streetcar trolleys in preparation for resumption of service.

By daybreak, all that remained as a reminder of the unusual incident was a section of badly battered pavement and sidewalk.

09/07/1948

Ottawa Citizen

Cornwall

Cornwall

Locomotive Wrecks Auto, Crashed Cornwall House

A runaway freight train that lumbered down street-car tracks on the main street, Pitt street, gave Cornwall residents a scare last night,

An unscheduled trip ended when the locomotive broke loose from its nine freight cars, toppled on a sharp curve and smashed into a verandah on which two people were waiting for one of the city's red street-cars.

Four injured

Engineer William Nicholson, 52, of Montreal and Fireman Gerald Suffle, 25, of Ottawa leaped from the cab just before the locomotive overturned.

Nicholson suffered a head cut which required five stitches to close. Suffle sprained his ankle. Both men were released after treatment at hospital for their injuries.

Albert Lalonde who, with his wife, had been waiting for the street-car, suffered burns from steam after the engine landed almost on the verandah. Both Mr. and Mrs. Lalonde were taken to hospital, where Mrs. Lalonde was treated for shock.

After the accident, thousands of curious onlookers converged on the scene of the crash. Cars and bicycles blocked many roads and at times police traffic constables were unable to clear Pitt street of the surging mob.

The locomotive, in addition to wrecking the verandah, flattened an automobile and damaged a light truck parked near the car.

"It was awful".

"It was awful, terrible," one witness, Mrs Arthur Parker of Cornwall stated. "Steam and water spurted all over the place, coal scattered all over the lawn and the cement curb was all torn up."

Timbers from the wrecked verandah lay strewn over the dug up lawn, some scattered several feet away.

Arnold Pitts of Cornwall was sitting in his automobile when he saw the train come around a corner of Pitt street, the main thoroughfare. He jumped from the car seconds before the toppling engine flattened it.

A panel truck near the Pitts car was damaged.

All the freight cars remained upright after the engine became uncoupled. They ceased to a stop.

Railway officials said the locomotive, a switching engine, had been standing on a siding which connected with the street-car track system when freight cars broke loose on another siding and struck it. The impact apparently jammed a gear and started the locomotive off in reverse, pushing the nine freight cars.

Extinguish Fire

City firemen extinguished the fire in the toppled locomotive firebox. CPR wrecking equipment was being sent from Montreal to remove the locomotive from its resting place on Pitt street three blocks north of the main business area. At midnight the wrecking crews had not yet arrived in Cornwall but were expected "any minute now."

The Cornwall Street Railway System operates a switching service for the many industries of the city. These firms have sidings at the three railway yards in Cornwall and their freight is hauled from the sidings to the factories by the street railway system.

But where the companies have no direct siding from a railway yard, the street railway hauls the freight and tank cars along their own recently-installed rails on back streets. Until a few years ago freight cars ran on Pitt street

The locomotive had been standing on a siding which runs into Pitt street opposite the foot of Sixth street. When the nine freight cars, shunted from a parallel siding, rammed into the rear of the standing locomotive, the engine began to move in reverse, pushing the freight cars towards Pitt street.

At the curve leading on to Pitt street, the freight cars became uncoupled but continued to roll south down the main street. They eventually coasted to a halt.

The locomotive, however, jumped the tracks after rounding the corner and crashed into the verandah of the Lalonde home, the sixth house from the junction of the street railway and the railway tracks.

19/11/1949

Ottawa Citizen

Cornwall

Glen Gordon

Car Crashes Into Train, C. Rich Dead

ALEXANDRIA Clifford A. Rich, Cornwall, traveller for the Shell Oil Company of Canada, Ltd., was killed instantly late yesterday afternoon, when the car he was driving crashed into the side of a standing "mixed" train at the railway crossing at Glen Gordon, 11 miles south of here.

The automobile was wrecked completely and the body of the victim had suffered multiple injuries, investigators of the accident reported.

Police said that Rich had spent the day on business in Alexandria and was driving home to Cornwall for the week-end, when the fatality occurred.

Dusk was closing in on Highway No. 34 as Rich's car came along to the railway crossing. The freight train had just pulled in and had stopped, leaving part of the train stretched across the highway.

The fact that Rich struck a dark-colored loaded tank car, about the middle of the train, coupled with the descending darkness, was given as a possible cause of the crash by police. Scene of the accident is described as straightway."

Impact of the crash is said to have been so great that the loaded tank car was pushed off the track. Highway traffic, as a result of the crash was tied up for several hours. The train operates between Cornwall and De Beaujeu.

Ontario Provincial Constables Harry Barker, Alexandria, and A. H. Barker, Lancaster, investigated the accident. Dr. W. F. Lingard, Lancaster, coroner for the district, was called and gave permission for removal of the body, which was taken to a funeral home in Cornwall.

Conductor in charge of the train was Clifford Patterson, while the engineer was P. V. Himmelman, both of Smiths Falls.

Scott Fraser, nearby farmer, told The Citizen that as the train neared the crossing he heard the engine whistle sound the usual warning. A few minutes later he heard a "terrific crash."

Rushing to the scene he saw the wrecked auto and helped to remove a man's body from the wreckage.

15/02/1957

Ottawa Citizen

Cornwall

Glen Gordon

Two Miss Death in Railway Crash

ALEXANDRIA, (Special) Thirteen of 22 freight cars were derailed and two men narrowly escaped death in a train and tractor-collision near here last night. The collision happened 10 miles south on Highway No. 34, at Glen Gordon.

The driver and owner of the vehicle loaded with 14 tons of baled hay was August Quintin of St. Johns, Que., who was proceeding south in the direction of Lancaster.

Mr. Quintin who told The Citizen that he didn't see the train approach, was in the cab when the train struck and dragged the truck along the track for about 1200 feet. His only injuries were a few scratches to the head. The vehicle was completely demolished.

Thrown Into Hay

A passenger in the truck, Lucien Dubois of Iberville, was thrown clear and landed in the hay which was spilled for a considerable distance. He was uninjured.

The freight train makes a daily run from Cornwall to St. Polycarpe. It's the only run made on the single-track. The accident occurred shortly after 7 p.m.

The crossway is clear and there are no buildings to obstruct the view.

The 13 derailed freight-cars remained upright. The remaining cars on the track blocked the crossway, halting traffic on the highway for nearly two hours.

Farmers in the district pulled them away with teams of horses and chains.

Trucks were badly twisted and maintenance crews, sent from Montreal last night, are expected to work on them for 24 hours.

The train conductor was Melvin Henry of Cornwall. Jim Rain of Smiths Falls was the engineer and Kenneth McNeely, also from Smiths Falls, was the fireman.

Investigating the collision is OPP Constable R. W. Cughan of the Lancaster detachment.

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Caption to photo

DIESEL SMASHES TRUCK The tangled wreckage of a truck which collided with a diesel locomotive at Glen Gordon last night is hauled away while the train remains stalled with 13 of its 22 cars derailed. The truck driver was slightly hurt but a passenger, Lucien Dubois, of Iberville, Que., (inset), escaped uninjured when he was thrown into the vehicle's load of baled hay. Photo by Newton

13/06/1973 *Ottawa Citizen**Cornwall**Boundary Road***Train-car crash kills woman, 31**

CORNWALL (Staff) Margot Copeland, 31, died in Cornwall General Hospital shortly after the small car she was driving collided with a CP train at a level crossing on Boundary. Road here.

The collision occurred at 3:20 p.m. A Cornwall police spokesman said trains used the secondary line "once in a blue moon" and that the crossing was not marked with lights, warning signals or barriers.

22/05/1981 *Ottawa Citizen**Cornwall**Williamstown***Man hurt in crash**

An 18-year-old Williamstown man remains in fair condition at Cornwall's Hotel Dieu Hospital after his motorcycle was hit by a CP Rail train Wednesday. Lancaster OPP said Marvin Munro was struck by the northbound train at a crossing on County Road 17 about 4:30 p.m.

Police said the crossing's warning lights were operating at the time. There are no gates at the crossing.

Police are continuing their investigation.

Williamstown is about 90 kilometres southeast of Ottawa.

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.

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."

23/12/1994 Ottawa Citizen Cornwall

CP Rail to abandon Cornwall subdivision

MONTREAL - CP Rail System has asked the National Transportation Agency for permission to abandon a 45-kilometre line near Cornwall. CP Rail said the line, between Saint-Telesphore, Que., and Cornwall, via North Lancaster and Williamstown, handles little traffic and no passenger service. The transportation agency allows abandonments if the railway can prove the line is unprofitable and there is little chance of it improving.

01/12/2011 Cornwall Freeholder Cornwall

Lucky to be alive in wake of train accident

From the Vault

By Claude McIntosh news@standard-freeholder.com

Mr. and Mrs. Albert Lalonde couldn't believe what they were seeing as they waited on the verandah of their home at 524 Pitt St. for a street car late in the afternoon on Thursday, July 8, 1948.

The fact that they lived to tell their story was nothing short of a miracle.

It was the same for Garnet Pitt who was sitting in the back seat of his son's car parked in front of the Lalonde home.

The elder Pitt was waiting for his son, Arnold, to return from an errand.

The Lalondes caught the first glimpse of the approaching danger as a 90-ton Canadian Pacific Railway (CPR) engine came barrelling onto Pitt Street from Sixth Street East.

In tow were several box cars and a tank car.

The ordeal started minutes earlier at the Sydney Street No. 2 siding just east of Sydney Street when, without warning, several freight cars that had been shunted on No. 1 siding rolled down the grade and rammed the cab of the engine.

The top of the cab was ripped off by the impact.

The engine was now being pushed by the momentum of the box cars and a tank car.

Engineer William Nicholson, of Montreal, fought desperately to control the lunging, runaway engine as it rolled east on Sixth Street and across Sydney, but debris had jammed the reverse gear and throttle.

With the runaway locomotive and cars picking up speed, Nicholson and his fireman Gerald Suffel of Ottawa jumped to safety.

Incredibly, the train negotiated the sharp curve onto Pitt Street at Sixth.

This was when the Lalondes froze in disbelief.

As they scrambled for the front door of their home the locomotive jumped the tracks, literally landing at their feet.

Mrs. Lalonde collapse on the porch in an hysterical heap.

They had come within inches of being crushed by the lumbering locomotive.

Garnet Pitt had a closer call.

When he spotted the runaway train, he jumped out of the car, but was buried to his waist in coal that spilled out of the rear of the locomotive.

The car was crushed, as was an unoccupied Edwards Electrical Co. panel truck.

Several pedestrians narrowly missed being crushed.

With the engine off the tracks and on its side, the unattached box cars and tank car continued on their merry way until they reached a slight grade on Pitt Street a couple of blocks away.

That's when they gently started to roll back, coming to a halt alongside the disabled engine after a man managed to engage the manual brake on the lead box car.

The engineer figured the locomotive was travelling at about 15 miles per hour when he and the fireman jumped.

However, Albert "Bert" Lalonde said it was going much faster when it made the turn from Sixth to Pitt "on two wheels."

"I'll stake my life that it was going at least 50 miles per hour," Lalonde told the Standard-Freeholder.

Mrs. Lalonde truly believed that they were about to meet their Maker.

The fact that there were no serious injuries in the episode was indeed miraculous.

The engineer suffered a gash on his head, his fireman had minor burns to his hands from the steam that poured into the engine from a broken steam pipe.

Albert Lalonde was shaken up and his wife was treated for shock. Garnet Pitt suffered an injured ankle. All were treated and released at the General Hospital.

Mayor Lloyd Gallinger was among the hundreds of citizens who swarmed to the scene.

He immediately called for a full investigation.

A CPR crew arrived from Montreal and after a three-hour tussle managed to upright the engine. It was shipped to the CPR shops for repairs.