

# Local Railway Items from Area Papers - Lachute Subdivision

**03/06/1882**     *Ottawa Citizen*     *Lachute*

Montreal 2nd. The Canada Pacific Railway directors will take over the western section of the Occidental Railway tomorrow, all arrangements having been perfected. The eastern section will not be transferred for some time longer.

**28/10/1882**     *Ottawa Citizen*     *Lachute*

Attention is directed to the important changes in the timetable of the CPR which appears in this issue. From 1st November lightning express trains will leave Ottawa at 9.30 a.m. reaching Montreal at 1.20 p.m. and at 6 p.m. reaching Montreal at 9.58 a.m.

Note - the Grand Trunk also is advertising trains leaving at 0800 and 1645 arriving 1145 and 2020.

**06/02/1883**     *Ottawa Citizen*     *Lachute*     *Ottawa, Broad Street*

Yesterday, an accident, fortunately attended with no loss of life or personal injury, occurred on the line of the Canadian Pacific Railway close to Ottawa. It appears that the early passenger train from Aylmer was running into the city at a moderate rate, and when only some two hundred yards from the station collided with a freight train which was also going at a slow speed. The passenger train was on its usual time and on the main line, but owing to a dense fog which prevailed its approach was not seen by the parties in charge of the special freight in time to prevent the collision. Damage sustained by the cars is estimated at \$3,000. A gang of men were set to work at once to clear the track and the debris was removed last evening. An investigation into the cause of the collision will be held at once.

Investigation - carelessness on the part of certain employees and their services were promptly dispensed with.

Also reported in the Ottawa Free Press Monday February 5 and Renfrew Mercury February 9.

**09/02/1883**     *Ottawa Citizen*     *Lachute*

New parlour cars. Two parlour cars "Lachine" and "Carillon" will replace the cars on the line which will be put on the Ottawa - Brockville run. Full description.

Also reported in the Ottawa Free Press on February 8.

**26/03/1883**     *Ottawa Citizen*     *Lachute*     *Calumet*

Early on Sunday morning as a down freight train on the Canadian Pacific Railway was crossing the Rouge River near Calumet station, the wheel of one of the cars broke and it, with the four following cars, was precipitated over the bridge, a distance of sixty feet. They broke through the ice and went to the bottom. There were no lives lost. The engine did not leave the track, and all the train hands were together in a tool car which escaped the wreck. The car whose defective wheel was the cause of the disaster was not a part of the regular railway rolling stock but belonged to another company. Strange to say, no damages were done to the bridge. The inspector, Mr. Wood, examined it thoroughly and pronounced it to be in a perfectly satisfactory condition. The loss is estimated at about \$20,000, but this is probably above the mark. A large gang of men are employed endeavouring to recover the freight.

**12/03/1884**     *Ottawa Citizen*     *Lachute*

Interesting long account of a trip between Montreal and Ottawa fighting the snow, snow drifts etc.

**09/07/1884**     *Ottawa Citizen*     *Lachute*

Fast time for Toronto.

A new timetable for the section of the Canadian Pacific Railway between Montreal and Toronto via Ottawa will come into effect on Monday 21st. By this new arrangement there will then be eight passenger trains between Ottawa and Montreal instead of four as at present. The time calculated for between Montreal and Toronto is twelve hours and the trains will be equipped with the best rolling stock which the company can procure. Two of the sleepers the "Quebec" and the "Peterborough" passed through here on Saturday and are as handsome and easy riding as were ever turned out of any car shops.

**13/01/1885**     *Hull, Vallee d'Ottawa*     *Lachute*     *Gatineau*

Gatineau. Le chemin de fer du Pacifique a ici une station don't l'utilite est encore une enigme. Non seulement les trains express lui passent au nez a toute vapeur, mais les trains mixtes so font prier pour y faire un arret le quelques secondes. Sous pretexte que les affaires ne payaient point la compagnie a ferme son bureau, retire son agent et oblige aujourd'hui nos marchands qui recoivent leurs effets de Montreal, a aller les chercher aux entrepots de Hull ou d'Ottawa.

**15/07/1885**     *Ottawa Citizen*     *Lachute*

On and after July 13th the CPR will attach of their magnificent parlour cars to the local express for Montreal leaving Ottawa at 8.20 a.m. daily.

**27/07/1885**     *Ottawa Citizen*     *Lachute*

On and after the 25th the parlour car on the 8.20 a.m. express will be discontinued.

**05/08/1885**     *Hull, Vallee d'Ottawa*     *Lachute*

Il est passe hier, a Ottawa, en route pour Papineauville un train de 22 chars charges de bois carre et de bis de service choix. Ce bois appartient de M. David Moore et vient de North Bay. Ce bois sera mise en cage a Papineauville par M. Joseph Grondin, de Papineauville et M. Raciote de Montebello et de la descendra par eau jusqu'a Quebec ou il sera mis a bord des navires pour Europe.

**28/10/1885**     *Ottawa Citizen*     *Lachute*

Through to the Rockies

As will be seen by an advertisement in another column, the Canadian Pacific Railway Company have perfected arrangements for the running of through passenger trains between Montreal and the Rocky Mountains, commencing Monday next. An express train consisting of sleeper and elegant first class sleeping cars will leave Montreal every week day at 2 p.m. for Port Arthur, Winnipeg and the Canadian North West.

**03/11/1885**     *Ottawa Free Press*     *Lachute*     *Chaudiere*

At 5.45 last evening the Union depot was the scene of much stir, the occasion being the arrival of the first through train from Montreal to Winnipeg. The train consisted of a sleeper, a dining car, a first class car, an emigrant and a baggage car. More.

04/11/1885

Ottawa Citizen

Lachute

Chaudiere

Much of this article is illegible

Through Train

Ottawa now on the main line of the All Canadian Route to the Rockies

The train which arrives every evening at Union station from Montreal at 5.27 o'clock is something of which all patriotic Canadians and Ottawaites should view with pride...

On Monday evening it consisted of a locomotive and tender, baggage car, emigrant sleeper, one first class car, a dining room car, and a first class sleeper...

The route although only two days opened, is well patronized, the fast train taking through to Winnipeg 47 first class and 38 second class passengers, and a still larger number going through last night.

31/05/1886

Ottawa Journal

Lachute

Defacing the Cars

An irate conductor.

A few days ago as the Montreal 8.30 train was speeding on through Templeton at a forty-mile-an-hour rate, conductor Spencer's eye caught a calculating Frenchman footing up his probable profits on a railway contract, on one of the panels of a new car in which he reclined in a seat isolated from his fellow passengers. "Hello!" said the conductor, "What's that you are about?" "Only making a few figures," replied the passenger, who was no greenhorn on the road. "Well, then. Do your figuring somewhere else than on the sides of a new car - this rolling stock is not intended to be used in that manner," angrily spoke the authority, the chop-fallen passenger proceeding to use his pocket handkerchief to erase the figures. To a fellow traveller, Mr. Spencer explained that he and his fellow conductors had trouble watching careless and troublesome passengers, who did not hesitate to use even jack knives in the second class cars unless under constant supervision. A few days previously a man had taken passage in a first class car, smuggling in a bottle from which he partook at times, until finally, in a state of obfuscation, he thought of getting rid of the bottle by putting it through the window, oblivious to the fact that a dollar pane of glass stood in the way. The dollar was promptly demanded and promptly paid.

04/06/1886

Ottawa Citizen

Lachute

Papineauville

Timber by rail. Barnett and MacKay's square timber cut on the Sturgeon River has all passed Sturgeon Falls en route to Cache Bay from which point it will be shipped by CPR to Papineauville. The C.P.R. Co. are building a spur a mile long, striking the river above the falls, where D.&E.D. Moore will boom and load their square timber. The iron will be laid in a few days - Canada Lumberman.

06/09/1886

Ottawa Journal

Lachute

The Canadian Pacific is strengthening the bridges on its line between Montreal and Ottawa. The bridge work on that part of the line is pronounced now to be equal to similar work on any road in the world.

09/10/1886

Ottawa Journal

Lachute

Hull

The morning train from Aylmer yesterday had a narrow escape from being wrecked. It was crossing the main line of the C.P.R. on its way to the city with the usual number of Civil Service and other employees here who reside in Aylmer when the Montreal freight train from Ottawa dashed through the cutting and was only stopped within a few feet of the passenger car crossing the track. It seems several cars broke from the freight train while crossing the bridge, which caused a delay so nearly resulting in a serious accident.

12/01/1887

Ottawa Journal

Lachute

The heated car in connection with the Canadian Pacific freight company will be up this evening. It makes two regular trips a week.

10/06/1887

Ottawa Free Press

Lachute

Gatineau Point

The C.P.R. station at Gatineau Point is opened again and there is also a telegraph operator.

13/08/1887

Ottawa Citizen

Lachute

A new timetable will shortly come into effect on the Canadian Pacific Railway. The local train which leaves Montreal in the morning for Ottawa, arriving here at 11.35 a.m. and the 4.20 p.m. train from Ottawa to Montreal will be abolished as soon as the Smiths Falls short line railway comes into operation. The train leaves Ottawa at 8 o'clock in the forenoon and returns in the evening, and the through Winnipeg express will be the only remaining one on the line. To obviate any inconvenience it is proposed to put on a steamer between Ottawa and Grenville.

14/02/1888

Ottawa Journal

Lachute

Gatineau

The Winnipeg express collided with an up freight train near the Gatineau River bridge this morning. No injuries. Much more.

The exact cause of the accident could not be ascertained as the train hands and officials of the road were all as dumb as oysters.

Also reported in the Ottawa Free Press.

28/07/1888

Ottawa Journal

Lachute

Gatineau Point

A spark from a C.P.R. locomotive ignited the grass near the station at Gatineau Point, the flames were extinguished with difficulty.

25/04/1889

Ottawa Journal

Lachute

Chaudiere

A Chaudiere Wedding

Mr. George Dalglish, boiler inspector in the C.P.R. roundhouse, second son of Ald. Dalglish was married yesterday to Miss. Bella Marshall. More.

The happy couple were escorted by their friends to the C.P.R. station where they left for Quebec and the east by the 4.30 train. The employees of the road gave them a grand send off. They lined the track for a long way with fog signals which went off like a regular military salute as the cars rolled over them. As the train passed the round house all the engines that were in, about a dozen, set up a toot-a-toot-tooing, that made the initiated wonder what was up.

Also reported in the Citizen, but in less detail.

31/05/1889

Lachute Watchman

Lachute

St. Andrews

We are sorry if the people of Lachute do not realise the importance of railway connection between Lachute and St. Andrews. From a selfish point of view they should strongly be interested as it must necessarily increase the volume of trade. We presume that the days of rivalry between the two places are past. Lachute need not be alarmed at the growth of St. Andrews interfering with its trade, our opinion is that Lachute, being established as a centre of trade, the growth of villages contiguous to it must necessarily be of great benefit. Should the south shore not be built, the building of which is exceedingly doubtful, the trade from Pointe Fortune, up on the south side of the Ottawa will naturally find its way to Montreal by Lachute. The storekeepers would find no doubt a reduction of freight rates in summer. The development of the water power at Carillon must also indirectly benefit us. We hail with pleasure the prospect of railway connection with St. Andrews. It is a project which will increase the wealth of the county and develop its resources, and as such, should interest every resident to whatever particular locality he may belong.

At the request of Mr. Mercier, on Tuesday last, a deputation consisting of Messrs. J.A.N. McKay, J.S. Buchan and Mr. Davis, son-in-law to Hon. J.K. Ward, interviewed the government in regard to a re-vote of a subsidy of 400 acres of land per mile to the St. Andrews railway. Mr. Mercier gave his word of honor that by the first of July an official letter or an order in-council would be issued guaranteeing that the old subsidy would be voted, but conditionally. The conditions were at once fulfilled and no doubt work will shortly commence. If the road is built, it will be the outcome of the efforts of several gentlemen, of both political parties, viz; Messrs. Abbott, Wilson, Owens, McKay, Simpson, de Laronde, Robertson and others.

Ninety cars of rails

P.P.J. Ry. and G.V. Ry. metals bought by the C.P.R.

Ten miles of steel rails lying at Hull and Aylmer for each road now being loaded in C.P.R. cars to go west - why the sale was made.

Large quantities of steel rails have for some time been piled at the Hull and Aylmer depots of the C.P.R., the former having been purchased in England for use in the construction of the Gatineau Valley Railway and the latter for similar purposes on the Pontiac Pacific Junction. To many of those who have looked for the commencement of active work on the Gatineau line, these rails were signs of promise, but their hearts sank within them Saturday morning when they saw long lines of cars drawn up, and the metals were being rapidly deposited within them. Enquiries made of the men engaged in the work elicited the reply that the rails were going west to be used on sidings in the Rocky Mountain section of the C.P.R.

Mr. Harris, the chief engineer of construction of both lines, was seen today by the Journal, and said, "Yes, the C.P.R. has bought steel from both companies.

You see there were twenty miles of steel lying at each place, which was bought in England when prices were much lower. The C.P.R. wanted to purchase and Mr. Beemer made arrangements to sell them half of each, so that he obliges them and makes money out of it for both lines, at the same time. They will ship 10 miles of steel rails from each place to Calgary and the remaining rails will stay where they are for use. It was no use our keeping all the rails there, as it was decided to build only ten miles of the Gatineau line this year. It has not been decided yet whether the Pontiac & Pacific Railway will be continued this year or not.

When do you begin work on the Gatineau Valley road?

We have begun, and hope in a few days to have between 400 and 500 men at work. Mr. Wm. Ryan, who is foreman of construction, is at present in Quebec bringing up the plant. Wages will be from \$1.15 to \$1.25 a day, and we want every man we can get, as the ten miles have to be completed by Jan. 1, 1890. I am chief engineer of construction, and Mr. Dunne [sic] is the engineer on the work at present. We have begun work between Ironsides and Chelsea.

Mr. Trudeau, Deputy Minister of Railways and Canals, said: "Yes, it is true that the plans and books of references of the Gatineau Valley line for the first section from Hull to lot 13 in the 11th range of Hull township have been deposited with us, and we are assured that the work will be carried on right away. It is true that the charter has been renewed twice, and if work is not really begun this year the charter will lapse.

Mr. C.R. Cairns, depot Agent of the C.P.Ry., said: I do not know what the rails are to be used for, all that I know is that I have orders to supply 90 boxcars for shipping metals of 20 tons capacity each.

The valuation of properties on the section of line for which the plans and reference books are deposited will be carried out by Mr. Mullarkey of Aylmer.

31/10/1889 *Ottawa Free Press**Lachute**Hull*

The Canadian Pacific Railway company have built a siding at Tetreaultville, near Hull, which is of great convenience to shippers in that vicinity, especially to Mr. C.B. Wright, whose brickyard is close by.

12/12/1889 *Ottawa Free Press**Lachute**Chaudiere bridge*

Nine years ago yesterday the C.P.R. bridge just built over the Ottawa river at the Chaudiere, was tested for the first time by a long train of flat cars bearing prominent citizens and railway officials, besides representatives of the Free Press and other papers. The solid structure has withstood the test of time since that date.

04/06/1890 *Ottawa Journal**Lachute*

Brief visit of Prince Arthur, Duke of Connaught and the Duchess via the CPR.

04/06/1890 *Ottawa Citizen**Lachute**Chaudiere*

Royal visit of Duke and Duchess of Connaught.

Arrive 1.15 p.m. on C.P.R. train from Montreal. They returned to Montreal by special C.P.R. train at 4 p.m.

08/11/1890 *Ottawa Citizen**Lachute*

For some time past thieves have been at work along the lines of the C.P.R. on the Quebec side. Recently they were located in the Cumberland district where a night or two ago they broke into a car and carried off a quantity of biscuits and other goods. Last night three of the gang were arrested by Constable Hornidge, of the Union Depot, and were locked up in the Hull Police Station.

21/11/1890 *Ottawa Journal**Lachute**Ottawa, Broad Street*

The C.P.R. depot is to be lighted with incandescent light.

25/12/1891 *Lachute Watchman**Lachute**St. Andrews*

The St. Andrews Railroad Opened

It has come at last and now regular trains are running between St. Andrews and Lachute every day. The first trip was made on Wednesday evening (23rd), leaving St. Andrews at 5.50 p.m. and arriving in Lachute at 5.08 [sic]. The night was a most disagreeable one, but notwithstanding quite a number of villagers assembled to view the departure of the first passenger train. The train hands were, Supt. Heath, Conductor Hess, Fireman Laroque, Brakesman Hessman while R. Neil ran the engine. The passengers were Messrs. Geo. Simpson, I. Sauve, M. Wanless, C. Ladouceur, H. Ladouceur, C.T. Wales, W.J. Simpson, G.F. Calder, C. Calder, J.W. Cottingham and Geo. Campbell. The run, strictly speaking, was made in 16 minutes, including one stop. Several passengers for St. Andrews came off the Montreal train and were delighted to have escaped a long miserable drive in a dark rainy night. The train leaves St. Andrews every morning at 9 a.m. and 5.50 p.m. Returning leaves Lachute on the arrival of the westbound train. Passengers for St. Andrews coming from Ottawa on the evening train can hold the train until their arrival by telegraphing from Calumet. The fare to Lachute is 25 cents.

15/01/1892 *Lachute Watchman**Lachute**St. Andrews Railway*

Last week the engines of the St. Andrews Railway collided at the Foundry street crossing smashing the cowcatchers.

19/02/1892 *Lachute Watchman**Lachute**St. Andrews*

The tremendous storm of Sunday night has completely blocked the St. Andrews Railway. All the trains on the C.P.R. were supplied with two engines and even then were late. The snow plough arrived here around ten o'clock and cleared the way.

31/03/1892 *Ottawa Journal**Lachute**Hull*

Wreck of the Soo train. See accident file. (also covered by the Citizen)

FATAL ACCIDENT ON THE C.P.R.

THE "SOO" TRAIN RUNS THROUGH AN OPEN SWITCH

And the fireman is Killed - Miraculous Escape of the Engineer and Passengers - An Inquest Will be Held.

Another fatal accident has to be chronicled through, somebody's carelessness in leaving a railway switch open. Fireman Johnson Golden of the C. P. Railway, was the victim, the accident taking place a couple of hundred yards from the Hull Station. Engineer Michael O'Connor and many passengers nearly shared a similar fate. O'Connell was badly scalded, but fortunately the passengers escaped.

It was the "Soo" train going West that met with the accident. It is due to pass the Hull Station at 3.20 p.m. Being ten minutes' late, however, the unfortunate fireman had that much larger lease of life. The switch that caused the accident led to a siding. As the "Soo" train does not stop at Hull it went through the open switch with considerable speed. Every car ran off except the last. The engine and the two cars next to it

TUMBLED OVER THE EMBANKMENT

and were badly smashed, while two other cars remained inclined. The engine was a total wreck. All that was left of it was a mass of broken and bent iron and steel, which lay at the bottom of the embankment which is fifteen feet high at that place.

DIED DOING HIS DUTY.

The fireman was found dead in the shapeless cabin of the engine. One hand had hold of the throttle, showing that he died trying to avert the accident he saw would happen. There were no severe marks of injury on his body, and death is supposed to have been caused by his neck being broken. His face was severely bruised, however. He was taken from the cabin of the engine by employees of the company and carried to the freight shed where he was stretched out on the floor. A red handkerchief was placed over his face, and he laid there till the arrival of a coffin.

It was thought that Engineer O'Connell had met a similar fate, but the searching party were given a glad surprise by finding him sitting on the snow some distance away. He was badly scalded about the body and legs, and suffering terribly, he was endeavoring to take off his boots. Medical assistance was at once summoned, and Drs. Henderson, Wright and Garrow, arriving soon after, attended to the injuries of the ??? who was then conveyed to his home in the city. The doctors stated he will recover.

MIRACULOUS ESCAPE OF THE PASSENGERS.

The passengers had a miraculous escape, especially those in the immigrant car, which went over the embankment with the engine and tender and baggage car. The immigrants were bruised and badly shaken, but received no serious injury. Those in the first and second class and dining cars and the sleeper, also escaped without injury, as the cars as stated above, did not go over the embankment.

The shrieks of the women and children in the cars added to the horror of the scene. They were unable to get out by the doors, and were assisted through the windows.

BIG LOSS TO THE COMPANY.

The loss to the company will amount to several thousand dollars. In addition to the engine and tender, the baggage and immigrant cars were badly damaged. One of the passengers on the immigrant car named Bancroft speaking to the Citizen said that he would never forget the experience he had gone through. He was reading a paper when the accident occurred and the first thing he knew the car was turned over and every one seemed to lie sprawling on one another. It was a mystery to him how they escaped serious injury.

The conductor on the train was Mr. William Yuell, who was recently taken on by the company.

AN INQUEST WILL BE HELD.

An inquest will be held on the remains of Golden this morning at nine o'clock. It will be presided over by Coroner Graham.

The switchman was a Mr. Alexander Meilleux, who lives in Church-street, Hull. He claims that when he left the switch at one o'clock in the afternoon it was properly fixed for the "Soo" train, and how it came to be open will, no doubt, be a matter of investigation by the company.

Golden was a single man and belonged to Montreal. The engineer, O'Connell, was married.

The passengers were brought to this city by the Aylmer train, and last night continued on their journey.

Finding of the jury on the death of fireman Golden.

The accident on the CPR at Hull on Wednesday afternoon, resulted in the loss of two lives, for in addition to the fireman, who was killed instantly, engineer Michael O'Connell, who, although badly scalded, was expected to recover, died from his injuries yesterday morning. The friends of the Dead engineer requested Coroner Marsh to hold an inquest as to his death. The coroner at once empaneled a jury, which, after viewing the remains last night adjourned until this evening. Michael O'Connell lived in Bayswater. He leaves a mother, wife and two children. Nearly 40 years of age he had been in the service of the CPR since he was a boy. He worked on the road when it was known as he Q.M.O and R.R. and had always been known as a careful, steady and hard-working engineer. His wife was Miss Mary Kenna, whose Brother Joseph, a fireman on the railway, was killed in a collision about a year ago.

The inquest on the engineer.

At 5 yesterday afternoon Coroner Mark empaneled a jury to hold the inquest on the remains of the engineer Michael O'Connell. The jury met at Byer's hotel at Bayswater and something to a residents to view the body.

After doing this they adjourned until this evening at 7:30 when they will meet at Byer's hotel to take the evidence of the witnesses. Among the witnesses will be the doctors who attended the deceased Alex Meilleur the switchman, and the station agent The jury is composed of the following gentlemen : J. Warnock (foreman), J. Martin, W. Porter, F. O'Malley, P. Baxter, J. Baxter, C. Rocoyn, G. J Young, A. Wilson, T. A. Scott, T. Arthur, J. Byers and W. Rennecks.

The Inquest on the Fireman.

The inquest as to the death of Fireman. Golden was held yesterday by Coroner Galeau, at the C. P. It. station, in Hull. The jurymen were Josh. Wright, (foreman), C. M. Wright, John McPyke, It. D. Donaldson, Theo. Viau, H.T. Bedard, Frank Davis, Wm. Barrett, Wm. Charron, M.B. Boyd, Telesphore Pillion, and Jas. Davis. Mr. W. L. Scott, of Scott & Scott, watched the proceedings on behalf of the C. P.R.

The first witness was George Walker, of Hull, who witnessed the accident. The train, he said, was running at a high rate of speed. He saw the semaphore wire snap, and then the cars left the rails and dashed down the embankment. He did not know whether the switch was open when the cars left the track, but he saw it open afterwards. The switchman's name was Meilleur. he had never seen anyone move the switch except Meilleur.

Dr. Paquet gave medical testimony attributing death to concussion of the brain and scalding steam.

The next witness was switchman Alex. Meilleux, who is also baggageman and has charge of freight shed. He considered the work too much for one man. He had been for twelve years in the same position, but before three men did the work. He was on duty yesterday when the "Soo" train passed. It was about ten minutes late. He did his duty with the semaphores as usual yesterday, and as far as he knew the switch was not open. He closed and locked it when the Aylmer train passed at 1.05 p. m.

The "Soo" train was going at a greater speed than usual, yesterday, being late. She was going fully forty miles on hour. After the train left the track he found the switch was open and unlocked. Witness said he had reason to believe there were switch keys in the possession of several persons. Some time ago he found one with his own little boys. Last spring he (witness) tendered his resignation, but it was not accepted. He subsequently admitted that since he had been doing the work of three men, the traffic, owing to opening of the Smith's Falls short line had been lighter than formerly.

Several jurymen asked a number of questions to elicit whether witness was overworked. Mr. W. L. Scott objected that the questions were irrelevant as it had been shown that he was able to attend to his duties on Wednesday. Witness continuing said conductors, brakemen, station agents and others had switch keys. He believed some one opened the switch Wednesday after he left it.

WHAT THE .AGENT CERTIFIED

Station agent H. J. Kearney said he did not notice how the switches were when the "Soo" train passed, being busy inside the station at the time. He only saw the train as it left the track. During 11 and 12 a. m., when the switchman goes to dinner, it was his (witness) duty to look after the yard, but not at other times. On Wednesday when the "Soo" train passed, Meilleur was attending to his duties as usual. He did not know whether he closed the switch after the Aylmer train went out at 1.05. He went to dinner then and did not get back till shortly before the "Soo" train came in.

In reply to the coroner witness said he knew there was a rule of the Company requiring station agents to see that the switches were set and locked for the main line at least five minutes before the trains arrived, but owing to his other duties he was unable to attend to it. It was impossible for an agent at a place like Hull to carry out all the rules required of him. One switch was fully half a mile from the station. He was generally around the yard when trains come in. The switchman was sober and industrious. In his opinion it would be prudent now that the G. V. Ry. is running, to have an assistant for Meilleur. Only he and the switchman had keys. The old operator, who left the day before yesterday, had a key. He did not know where it was. The operator had been transferred to Calumet station.

THE VERDICT. The jury returned the following verdict : "That the deceased Johnston Golden came to his death by the overturning of the locomotive and the escaping steam in the "Soo" train, No. 3, on the C. P. R. at the accident by which the train ran off the track through an open switch, west of Hull station, on the afternoon of the 30th inst., and we the jury are of the opinion from the evidence that the agent and switchman neglected their duty in not seeing that the target and switch were properly set before pulling down the semaphore to allow the train to pass; and we also severely censure the C. P. R. company for having, in our opinion, inadequate help at Hull station for the safety of the public."

02/04/1892 *Ottawa Journal*

*Lachute*

*Hull*

Continuation of inquest on Hull accident.

04/04/1892 *Ottawa Citizen*

*Lachute*

*Hull*

BORNE TO THE TOMB.

FUNERAL OBSEQUIES OF THE LATE MICHAEL O'CONNELL

The Cortege One of the Largest Ever Seen in Ottawa - Those Who Were Present- Resolution of Condolence - The Inquest.

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## THE LATE MICHAEL O'CONNELL

Two Important Witnesses Fail to Turn Up at the Inquest.

The inquest as to the death of the late Michael O'Connell, engineer of the C. P. R. train wrecked at Hull last week, was resumed at Bayswater last night.

John O O'Connell, brother of deceased, who was called first, testified he visited the "I'm done for."

Kearney, the station agent, and Meilleur, the switchman, were next called, but to the great surprise of all present they failed to appear.

Legault, the brakeman on the train, was called, but could give no additional evidence to that given at the former meeting.

Mr. Scott, solicitor for the company, suggested the name of the next witness to be called, but Mr. Latchford objected to Mr. Scott suggesting the order in which the witnesses should be called, as that was the coroner's business.

Coroner Mark called Mr. C. W. Spencer, general superintendent of the eastern branch of the C.P.R. He states that it the employees on the road neglected their rules, they were dismissed or punished. He did not know how the switch on the day of the accident came to be open. He knew of no better arrangement of a switch for public safety than the one in question. He never knew of an accident to happen on those switches when they were properly adjusted. The company always expressed a desire that they should have the best appliances in all cases, regardless of expense. The cost of improvements was never considered as an object against their adoption. On the day of the accident instructions were given to ex-detective Montgomery to find out somethings for the company.

In answer to Mr. Latchford, witness said he was not positive as to whether the instructions were given in writing. The instructions were to the effect that he was to enquire if the station agent and switchman were at their post when the accident occurred, as it was thought their time was taken up by loafers, who sometimes congregate around the station. The object of inquiring was to ascertain the efficiency of the

## STAFF AT THE HULL STATION.

A jurymen - Did you know the deceased ? Yes, very well. There was no man in whose hands I would rather place my life than his.

The witness stated that personally he thought the switchman and station agent were grossly negligent in their duty. While he considered that their negligence was the primary cause of the accident, still he considered that deceased might have seen the switch open if he had looked out for it, as it is in such a position us to be observed by trains going each way.

Mr. H. B. Spencer was next called. In reply to Mr. Latchford he said he did not think he asked Montgomery to interview Mailleux, the switchman. He had not seen Mailleux since the accident, nor had he any communication with him. Witness knew nothing of his whereabouts.

Mr. Latchford -Then I suppose he has not left for anything that you had suggested?

Witness - Not to my knowledge.

Mr. Latchford What kind of a switch do you call that at the Hull Station ?

Witness A standard yard switch. They had another called the Cook switch. The object of the Cook switch was supposed to attain the safety of trains, but in his experience a train was just as liable to run off it as the standard yard switch. The only question be asked the station agent the day of the accident was why the switch came to be open for the siding, and he re-replied that he did not know. He asked the switchman the same question, and the switchman said he was positive that he locked it for the main line before the accident happened.

As there were quite a number of witnesses yet to call, the inquest was ajourned again till to-morrow evening. Summonses will be issued to-day for the arrest of the switchman and station agent.

## THE O'CONNELL INQUEST

A Number of Witnesses Examined and Again Adjourned.

The inquest on the death, of the late Michael O'Connell was resumed last evening each witness called, was examined at considerable length and owing to the list being unusually long, it was found necessary to adjourn the inquest again till Friday evening.

Mr. H. B. Spencer was first examined about the papers that were in the pocket of deceased. He states he took them and gave them to an officer for safe keeping. Mr. Spencer re-examined, said the statement that the C. P. R. was placing the Cook switch on all main lines as rapidly they could manufacture them was not true. He never knew of a Cook switch saving a train going at twenty miles an hour.

J. Kearney, the station agent was next called. In answer to the coroner as to why he was not at the last meeting to give evidence he said that he was not properly served. He was not afraid of anyone molesting him. When the accident happened he was standing on the platform. He could not say as to whether the telegraph targets were set for the train to stop or not. The targets were red, but were now faded. Station masters were ordered to examine the switches every five minutes before arrival of trains. He did not do so that day, because busy at other duties Had instructions to instruct new operators in their work. The operator delivered freight from the shed three or four times a day. Never asked for more help, but I asked Mr. H. B. Spencer to have the old operator sent back to replace the green operator. He was advised not to come to give testimony. In answer to Mr. Scott, he would not say by whom, but by no one connected with the road.

Expert Evidence.

Mr. Scott produced Hull Station books containing entries of freight during the day. Witness was asked to see if the entries were correct and retired to do so.

Mr. Donaldson, superintendent of the C. A. R., he said, considered the Stubb switch on their road as the best for the climate.

Between stations it ran 50 miles an hour. To make our time it is necessary to run at that speed; running through stations they went 15 miles an hour.

The rule was not to run faster than 15 miles an hour, but if stations properly protected, ran at 50 miles sometimes per hour. In such cases the station agent should examine the switches ten minutes before arrival.

J.J Dusitte, night operator, said he went to work at 4.30 p.m. on the 29th. Kearney and Meilleur were in his office when the train came around the curve. Before it passed Kearney walked into his own office and then went out on the platform; before that Kearney had been helping him to make a report. Meilleur had been around a short time before the train arrived, his reason for continuing the work more than 12 hours was because he had been asked to releave Morrison, the day operator. He knew all the business connected with his office, making car reports and billing freight.

Mr. Latchford - What did you say in that statement you signed, prepared by Mr. White, train reporter, about what Meilleur was doing five minutes before the train arrived?

Witness I swore that Meilleur had lots of time to attend to switch. Did not see Meilleur working for a short time before the arriva

Kearney then re-appeared after reviewing the books. He found them correct, but a couple of books were not there, including the freight book for the O. & G. V. Ry. He had not complained that he was unable to comply with rule ordering station agent to see that switch was adjusted five minutes before the trains arrived.

Knew of no instance where rule was kept except where there was a special running, and then they would receive special orders to attend to the switch. Inquest adjourned until Friday.

## STILL NO VERDICT

The Inquest on the Late Michael O'Connell Again Adjourned.

Another adjournment was made last night in the inquest on the death of the late Michael O'Connell. Only two witnesses were examined. Hon. R. W Scott was present on behalf of the company and Mr. F. R Latchford for the friends of the deceased.

William Barbridy, engineer, testified that he had been running on the Soo train on different days for the past year and eight months, and was familiar with the Hull yard. His average run through that yard was from 25 to 35 miles an hour. As the engine crossed the public crossing at the east end of the station he could see the switch set at the west end of the yard for the main line. If he saw the switch open, he could close the steam off and put on the brakes in about one second. His next duty would be to throw the lever into reverse gear and open the sand box valve. Although going at 30 miles an hour, if he saw the signal from the public crossing, he thought he could stop the train by the time it got to the west switch.

Alexander Maillieur, the switchman was the other witness examined. He stated that the intervals between the passing trains were sufficient to give him time to attend to the switches.

In answer to the coroner he said he never had occasion to complain to the C. P. R. that the trains passed too often to allow him to attend to the switches. He never had a mishap with the switches. When he was not engaged with switches he worked in freight shed around the station and carried water to the station. He had asked the operator on the day of the accident when No. 3 (Soo train) was due and the operator said he did not know what No. 3 was. He had set the switch right at fifteen minutes after one on the day of the accident and took the key with him. His habit was to fix the switch for the main line every day after coming down from fixing the Aylmer witch [sic] and he had done so that day.

In answer to Mr. Latchford witness said his duties at the station were switchman, baggageman assistant, freight agent and choreman. There was too much work in that yard, at switching alone, for one man.

A few more witnesses were to be examined and the inquest adjourned again till Monday evening, when it is expected, a conclusion will be arrived at.

12/04/1892

Ottawa Journal

Lachute

Hull

Finding of the jury on the inquest into the Hull accident.

Censured station agent who did not see the disastrous switch, disapprove of switch and target, speed of train too rapid.

12/04/1892

Ottawa Citizen

Lachute

Hull

## WHO WERE TO BLAME.

Verdict as to the Death of Michael O'Connell.

The Coroners Jury on the inquest as to the death of the late Michael O'Connell, completed their duty last evening, when after sitting four hours, they brought their verdict. They found that the deceased had come to his death, by reason of the Soo train on the C. P. R. running through an open switch and down embankment, on the 30th day of March. They censured the Station agent, Kearney, for not observing Rule 135. of the company, which stipulated that he should examine the switch five minutes before the incoming of a train. Through his negligence and that of the men under him - the switchman and the operator, the accident was caused. They strongly disapproved of the system of switch and target disconnecting, now in vogue, and were of the opinion that the speed of the train going through the Hull yard. was too fast, as it endangered life and property. In conclusion, the verdict read as follows :

We further severely censure the C. P. R. Company, for gross and inexplicable negligence in allowing their service to be so conducted.

In his charge to the jury. coroner Mark said: "From the evidence it appears to me, the C.P.R. authorities are free from blame referring to the death of Michael O'Connell. By violating Rule 135 the Station master Kearney in my opinion, is in a degree responsible for the accident.

Switchman Mollieur, though faithful in the performance of the same duty, as required of him at 3.30 p.m. on March. the 30th, for twelve years now past, on that day and hour be failed to close the switch, and so contributed to the accident.

But the lamented Michael O'Connell, and his fireman, contributed principally to the accident, by not watching the signal on the switch referred to showing switch open, said signal being in clear view, at a distance that gave ample time for the stopping of the train and so avoid the accident.

You must realize the responsibility of an engineer, to watch for important signals of danger, designed to govern engineers, and in this case there was the signal of danger above the switch, and he had at hand all appliances necessary for controlling the train, it was his duty to watch the signal, and use the appliances and if he had done so. the accident evidently would not have occurred nor he have lost his life as a consequence.

01/10/1892

Canada Lumberman

Lachute

A gang of drunken shantymen on the C.P.R. train on the way from Montreal to Ottawa made a brutal attack on a brakeman, kicking and pummeling him in a shameful manner. When the train reached Ottawa two of the most violent of the company were arrested. The C.P.R. authorities say they are determined to make an example of those men who attempt to terrorize over their employees

02/12/1892

Ottawa Free Press

Lachute

Before the train left Montreal on Monday night the baggage man of the westbound express was handled a parcel for Mattawa, which was placed in the car with the other baggage. Soon after the train started the parcel commenced to send forth fumes of smoke, and dynamite at once suggested itself to the now suspicious trainmen. The car was soon deserted and all hands kept at a safe distance away from the spot of danger. At last Ottawa was reached and the police called upon. It was surely an explosive and no one would venture to handle the "infernal thing." Finally a long stick was procured, to the end of which a knife was tied, and, after considerable exertion, the police succeeded in bringing to view a rubber horse blanket, which had probably got wet and got heated. A laugh followed and the trainmen returned to their posts with the usual celerity. - North Bay Times.

11/02/1893

Ottawa Journal

Lachute

Chaudiere

Crashed on the "Y"

A serious collision occurred in the C.P.R. yard this morning.

Two engines were badly smashed, one baggage car wrecked, and eight freight cars more or less badly broken up.

The morning train from Aylmer and a pilot engine taking a train of freights from the yard collided on the "Y". The two engines crashed into each other with terrific force. The Aylmer train was going at the rate of about 15 miles per hour.

## JUMPED FOR THEIR LIVES

Both the engineers and firemen had to jump for their lives. Fortunately none of them were injured, but it is stated that Mr. Alfred Legge, a civil engineer, who was on the Aylmer train had his shoulder dislocated.

## BAGGAGE CAR TELESCOPED

When the trains collided the baggage car was hurled into the engine and the whole end stove in, and raised off the track. The Aylmer engine was coming down backwards, that is tender first. The pilot engine smashed into it and completely destroyed the tender. The pilot engine suffered very severely too. The smoke stack was hurled off the engine generally wrecked.

## BROKEN FREIGHT CARS

Of the freight cars eight suffered considerably. The couplings were all forced off and the cars forced together so tightly so as to have been almost one car. Some of them had their end timbers and walls badly broken up.

## PASSENGERS BADLY SHAKEN UP

The people on the train were badly shaken up, but with the exception of the one mentioned above, none were seriously injured.

Also reported in the Ottawa Free Press same date. The engine of the Aylmer train was running backwards and the tender was thrown upon the cowcatcher of the shunting engine.

**15/02/1893 Ottawa Journal Lachute**

As the CPR lease on the North Shore line expires next year CPR may drop it in favour of the Vaudreuil railroad.

**09/06/1893 Ottawa Journal Lachute Hull water**

The C.P.R. are making arrangements to secure a water supply at their station in Hull to be prepared in the event of fire breaking out. At present there are no hydrants near the city, and if a fire did start, it would be a very difficult matter to save the company's buildings.

**12/07/1893 Ottawa Journal Lachute Hull**

The C.P.R. are having the city waterworks of Hull extended to their depot in that city.

**12/08/1893 Ottawa Free Press Lachute**

When the C.P.R. train which passes Gatineau Point station about 8 a.m. was proceeding --

**26/10/1893 Ottawa Free Press Lachute Gatineau**

For some time past complaints have been heard among villagers at the head of the Gatineau over the fact that the Canadian Pacific railway do not stop their trains at the Gatineau depot. Mr. Crevier, notary of that village, who suffers from a very painful contusion to his ankle, has complained to the conductor that the trains, instead of stopping at the station run sometimes twenty acres further on. The affair has caused him no little bother and he decided last week to have some remuneration out of the company for the trouble caused to him in this way. An action for damages has been instituted in the circuit court of Hull, and Mr. Rochon, Q.C., will look after the interest of the plaintiff. Mr. Crevier told the Free Press yesterday that one day last week he was carried some fifteen acres past the station as usual and preferring to go on to this city he stayed on the train, although it was late at night. After his arrival in this city he passed down to Rockcliffe where he stood some two hours shouting for the ferrymen who were all asleep.

**06/07/1894 Eastern Ontario Review Lachute Masson**

A stick of Timber on the rails

The CPR train from Montreal yesterday evening had a narrow escape from being wrecked just outside of Buckingham. Mr WC Barnhardt of Montreal was a passenger by the train and brought the news to town last night. He states that when running at 40 miles an hour and passing a culvert, the engine was suddenly jerked into the air and the passengers in the coaches got a terrible shock. The engine got over the obstruction and was at once stopped. In making an investigation it was found that a very large stick of timber some 12 feet long had been put down through the culvert and wedged in between the ties. The heavy weight of the engine was sufficient to break the ties against which the stick of timber leaned and let down the engine. Had it not been for this breakup of the tie the whole train would have been derailed and the consequences must have been disastrous. There must have been more than one man on the work as it took five men to lift away the stick of timber. No one was hurt and the delay was a brief one.

The trainman and passengers saw no one loafing around and do not know whom to suspect of the dastardly deed.

**07/07/1894 Quebec Saturday Budget Lachute Buckingham**

A report reaches here from Buckingham that two tramps had been arrested for attempting to derail a C.P.R. train. Their manner of proceeding to accomplish their ends was most fiendish and deliberate. The attempt was made on the western C.P.R. train Wednesday. It was going west from Montreal and when a few miles this side of Buckingham a large stick of lumber was seen placed in the culvert. Had the culvert not given away the train certainly would have been wrecked. As it was the locomotive was raised in the air and it is miraculous how it and the other cars were not derailed.

**30/08/1895 Ottawa Free Press Lachute Masson**

The C.P.R. depot at Masson was broken into a few nights ago and 50 cents in coppers and a commercial travellers valise were carried away. Subsequently a Bible and other small articles, the contents of the valise, were found under some piles of lumber at Masson.

**25/10/1895 Lachute Watchman Lachute Montfort Colonization**

To Sixteen Island Lake by Rail

Had the early settlers among the forests and mountains of Wentworth been told than one day the puffs of the engine and its shrill whistle would startle the wild animals of that region, it would have been deemed a most unlikely story. But this age of progress has produced many wonders, and a railway in Wentworth is not one of the smallest. This has been accomplished by the energy, pluck and perseverance of a band of French-Canadians in Montreal, who several years ago, conceived the idea of colonizing the uninhabited regions of Quebec. A charter was obtained, a survey made as far as Arundel, and after seeking and obtaining aid from both governments, the work was commenced and is now completed as far as Sixteen Island Lake.

Last week, in company with Mr. Simpson, M.P.P. we took a trip over the road, a short account of which we will endeavor to give our readers. The officers of the Montfort Colonization Railway are E. Senecal, President, Joseph Brunet, Vice-President, Messrs. F. Froideveaux, Godf. Chap;eau and E.D. Porcheron, directors, A.S. Hamelin, Secretary-Treasurer. Leaving Montreal on the St. Jerome, in company with Mr. Froideveaux, one of its directors, we reached Montfort Junction, which is a few miles west of Shawbridge at about 7.30 where we took the other road. It is a narrow gauge line at present, although the road bed, grades and curves have been made the same as the standard gauge. The train consisted of the locomotive, which is for its size very powerful, and takes up the heavy grades, five or six cars without much apparent trouble; a second class and express car in one, and a very comfortable and nicely furnished first class car. The first stop after the junction is at St. Sauveur, a small but thriving village. Here the difficulties of construction commenced to be seen. An immense bank and a bridge across the the North River made the first few miles very expensive. After leaving St. Sauveur we pass through a valley along which are some excellent farms until we reach Morin Flats, and now we are in Argenteuil. There is no station built here yet, but considerable business is carried on, Newton's mill evidently carrying on a fine trade. Standing at Morin Flats and looking around, one can scarcely imagine that an outlet could be found for a railway. On the west side is a series of mountains, but the engine is headed towards one of the largest and in a stealthy manner commences to creep around the base, and in a few seconds is winding around its side hugging the rocks where a narrow path has been blasted for it. The cost of making this portion must have been very great, but a good solid roadbed is the result. It is needless to say that the road abounds in curves. The curve is the only key to this mountainous region. At Montfort, we found, to our surprise a large, commodious and well built hotel. This hotel was built last year by Mr. Froideveaux and is kept by Mr. Plouffe. It (illegible) the side of a high hill overlooking Lake St. Francois Xavier. Just below this lake is another called Lake Chevreuil Deer Lake.

(Long Section about Agricultural Orphanage of Montfort)

From Montfort to the lake is eight miles and though one of the wildest regions of the province. The railway company has a Dominion subsidy for the next 12 miles which will bring the road to Arundel and it is hoped the Provincial Government will transfer a similar one. If so, this time next year the train will run to Arundel.

**27/02/1896 Lachute Watchman Lachute**

The Montfort Railway

A deputation consisting of P. Leclaire, M.P., Senators Villeneuve and Owens, W.J. Simpson, M.P.P., E. Senecal, E.D. Porcheron, F. Froideveaux, J.P. Rolland and others waited upon the Hon. Messrs. Haggart and Ouimet on Wednesday last for the purpose of asking that further subsidy should be granted to the Montfort Railway, so that it might be completed to Arundel next summer. The request was taken into consideration and the company asked to furnish complete plans and profiles.



**19/03/1896 Lachute Watchman Lachute Montfort Colonization**

Two engineers in connection with the Montfort railway have been at work completing the survey to the River Rouge. We trust that work will shortly be resumed upon the road and the sound of the locomotive be heard in our midst. We hope the government will urge the company to change the present narrow gauge into the standard.

**02/04/1896 Lachute Watchman Lachute Montfort Colonization**

The engineers on the Montfort Colonization Railway, who have been for some time preparing the final plans and profiles of the road have completed their work and sent in their report. It is hoped that the road will be continued during the coming summer.

**21/05/1896 Lachute Watchman Lachute**

Parties desirous of getting into Montreal early in the evening can do so by taking the evening train due here at 5.57 and go as far as St. Philippe where the train passes the through express getting into Montreal at 8.40.

The suburban train which remains overnight in Lachute is receiving a fair patronage as a large quantity of mink is shipped by it. This train leaves in the morning at 7.25 and arrives in Montreal at 8.40. It leaves Montreal in the evening at 6.25, arriving in Lachute at 8.10. Conductor Crawford has charge of the train.

**27/05/1898 Eastern Ontario Review Lachute**

The Northern Shore Electric Railway Company has been incorporated. It is stated this company will assume control of the road at present used by the C.P.R. between Montreal and Ottawa.

**01/07/1898 Eastern Ontario Review Lachute Thurso**

There was a washout on the C.P.R. at Thurso on Sunday last. The damage was not great.

**08/07/1898 Eastern Ontario Review Lachute**

The C.P.R. have discontinued their sleeping car service between Ottawa and Montreal.

**02/12/1898 Eastern Ontario Review Lachute Lachute**

The safe in the C.P.R. station at Lachute was blown open last week. The burglars secured \$100.

**23/09/1899 Eastern Ontario Review Lachute Lachute**

A fatal accident in which three people lost their lives occurred at Lachute mills Monday evening about twenty minutes after eight. A man named Sauve, formerly of Hawkesbury, who has been working at the railroad bridge under construction by the Great Northern Railway Co., had gone on Monday morning to Hawkesbury to bring his wife and child and personal effects to Lachute. Just before he came to the C.P.R. track, he lost control of the horses and they bolted across the track immediately in front of the local going east which was descending the steep grade from St. Phillips. Emergency brakes were immediately applied but it was too late to save the people in the rig. The engine struck the express fair in the middle and the occupants, Sauve, his wife and child were immediately killed. The child's body was picked up about 60 feet from the crossing, the man's body was found lying in the bushes ninety feet father on the foot of the grade slope and the woman's body was found near the semaphore between the bridge, four hundred and fifty feet from the scene of the accident. The horses escaped without a scratch. The woman's body was badly mangled and the man had a large hole in his chest but the baby was apparently untouched and Drs. Christie and Menzies, who were early on the spot, say that it must have died of shock. Madame Sauve was a Miss Fleurent, formerly of Carillon and lately of Point Fortune and Hawkesbury. Her parents reside at Point Fortune and she was well known there.

**20/03/1903 Eastern Ontario Review Lachute CPR**

This one happened in Ottawa and is absolutely true. Our readers will remember reading about the finding of a new born babe near the C.P.R. track at North Nation Mills about a year ago and that the investigation by the authorities disclosed the fact that a child had been born on the train the night previous to the finding of the child.

The following story is based on the above facts.

The telephone rang in the C.P.R. telegraph office at Ottawa and a messenger boy promptly responded to the call of a lady at the other end of the telephone and here is what took place.

The Lady:- Is that the C.P.R.?

Messenger boy - Yes, madame.

The Lady - well I want a berth on the train to Toronto tonight.

Messenger Boy - Well, I don't know. I think you had better call up the C.P.R. station. There was a good deal of trouble about the last birth.

The messenger boy has not since had any advance in his wages.

**08/04/1903 Ottawa Journal Lachute Calumet**

A rear end pitch in near Calumet caused the death of a brakeman.

**10/04/1903 Eastern Ontario Review Lachute Calumet**

A Collision at Calumet

A rear-end pitch-in on the Canadian Pacific Railway, north shore route, near Calumet at 4 o'clock Wednesday morning (8/4). Caused the instant death of brakeman Jos. Burns, formerly of Prescott but recently a resident of Hintonburg.

The collision occurred when the Soo train, going west, plunged into the rear of a freight. The van and three box cars were demolished.

Brakeman Burns was asleep in the van when the pitch-in occurred, and was instantly killed.

Engineer Jack Wilson and Fireman Hanson, of the Soo train, jumped in time to save themselves.

The engine was badly battered up.

Burns' remains were taken in charge of by his brother who brought them on to Ottawa. Mr. Burns brother happened to be at work on the line near where the accident occurred.

The cause of the pitch-in has not yet been made very clear. The freight had just pulled up to take the siding in order to let the express go by, but she did not get clear in time.

The express train was taken back to Outremont and brought up by way of the short line.

**12/05/1903 Ottawa Journal Lachute Cement Works**

Construction commenced on Hull Cement Works of the International Portland Cement Company..

The exact position of the buildings have been staked out and also the trackway from the CPR main line.

**13/11/1903   Ottawa Journal   Lachute   International Portland Ceme**

Progress at the Cement Works.

A visit to the International Portland Cement Company in Hull yesterday showed that great progress had been made with the works, and the 300 men working on the immense building promise to have the job completed in short order. The immense rotary machine grinder, weighing 50 tons and loaded on two cars, arrived yesterday and was placed on the track close to where the building it is to occupy is to be situated. This grinder will be filled with small coal to 3,000 degrees of heat, but when lined with firebrick the outside is quite cold. The company expect to manufacture from 150,000 to 200,000 tons of cement a year, and claim to have material in the shape of clay, sand and stone on the ground to last many years. One one side of the property is the Gatineau Valley Railway and on the other the C.P.R., both companies having put in special switches. Across the C.P.R. track is the Gatineau River, where a special shipping dock will be built.

**18/12/1903   Eastern Ontario Review   Lachute   Masson**

Buckingham station will in future be known as Masson.

**06/05/1904   Ottawa Journal   Lachute   Intrenational Portland Ceme**

The large factories of the International Portland Cement Company under course of construction near Hull are rapidly nearing completion.

**03/06/1904   Eastern Ontario Review   Lachute   Calumet**

To Wreck the Train

Some evil disposed person placed a telegraph pole across the C.P.R. tracks near Calumet last Monday night. The engineer noticed it in time to stop the train or there might have been a bad wreck. Detectivesd are now busy trying to locate the criminal.

**18/04/1905   Ottawa Journal   Lachute   Cement Works**

Cement plant at Hull has commenced operations. More.

**19/05/1905   Eastern Ontario Review   Lachute   Thurso**

Jumped off the Train

John Scully, an insane man, jumped off a C.P.R. train near Thurso, on Saturday last and made away as fast as he could go. He was recaptured by the constables who were supposed to be guarding him.

**06/11/1905   Ottawa Journal   Lachute   Hull**

Hull to have CPR shops

Company will carry out O.N. & W. promise thereby securing exemption from taxation.

..it is known however that the company through Mr. Osborne promises to build shops in Hull at least as large as the Ottawa Northern and Western, under Mr. H.J. Beemer, agreed to erect in return from exemption from taxation.

The company, it is understood, also intends to proceed with a separate Central depot in Ottawa without waiting for the Grand Trunk to carry out its plans.

**01/08/1906   Victoria Daily Colonist   Lachute**

Freight Trains Collide

In a collision between two C.P.R. freight trains at St. Rose, North Shore line, John Broom of Ottawa, engineer of the eastbound train wasa killed. A misplaced switch was the cause of the wreck.

**20/03/1907   Ottawa Citizen   Lachute**

Railway Tracks in Hull City

The city council of Hull are at present taken up with the question of tracks in and about their city.

A special committee of the council met last night when Mr. Baker of the C.P.R. representative of Sir Thos. Shaughnessy was present to talk over the subject of double tracking Hull, also establishing a spur line from No. 5 ward to Little Farm. Nothing of any moment was carried out the question being deferred until a later meeting.

**18/03/1910   Eastern Ontario Review   Lachute   Papineauville**

Work was begun on Wednesday (9/3) of last week on the construction of a Railway from Papineauville to Nominque. It will crsoo the Canadian Northern at Arundle. Ottawa men are behind the scheme.

**09/05/1910   Ottawa Citizen   Lachute   Hull**

STATION BATTERED

C. P. R. Building in Bad Shape But No One Injured.

The Hull station of the C. P. R. received the full impact of the explosion and pesents a very battered up appearance, Practically the whole of the front has been smashed into kindling wood, the windows and frames being destroyed to so great an extent that they will have to be replaced altogether. The station is within the same radius as the houses in which severa! of the people were killed and that no one wa injured in the building is certainly nothing short of a miracle. The station agent and an assistant were working in the office when the explosion occurred end were thrown violently to the floor, while broken glass and splintered wood fell all round them. Luckily both escaped injury.

**01/02/1911   Ottawa Journal   Lachute   Chaudiere bridge**

The C.P.R. are additionally strengthening the big bridge over the bay at the Chaudiere and the process of the work is decidedly interesting.

Several of the big stone piers of the bridge are being reinforced at the bottom with a huge mass of concrete, sunk from the river surface down eleven feet to the bed rock below. The concrete extends out about four feet from the pier proper and is thoroughly solid.

The bridge was built thirty-three years ago but it has been found lately that the constant action from the water, the jolts from logs and pieces of timber and other miscellaneous stuff swept along by the stream have had the effect of wearing away part of the masonry work below. It meant that if the process was allowed to go on the pier work might crumble away some day with the weight of a train overhead, and many lives would be lost.

More - sub marine diver inspector at work etc.

**14/10/1911   Ottawa Citizen   Lachute**

ROYAL PARTY LEAVE QUEBEC

C.P.R. Special Will be Held Over at Buckingham.

(From a Staff Correspondent) Quebec, Que., Oct. 13.

The C.P.R special conveying Their Royal Highnesses the Governor General and the Duchess to Ottawa pulled out of Quebec station after midnight. The party on board consists of H.R.H. the Duke of Connaught, H.R.H. the Duchess of Connaught, Miss Pelly, lady-in-waiting; Lt.-Col. Lowther, military secretary; Lt. Hon. A. Ramsay, R.N., Capt. T. H. Rivers Bulkeley, Capt. Long, Capt. Worthington, Capt. Fremantle, Arthur Sladen, Mr. W. R. Baker, assistant to president of C.P.R., Mr. A. E. Robertson, secretary to Mr Baker. The party will remain at Buckingham Junction sufficient time to allow the special to reach Ottawa at 2.15

RAILWAY COMPANY BLAME OPERATOR FOR FATAL WRECK ON PONTIAC LINE Five Killed and Eleven Injured Near Hull Yesterday When Working Train Ran Into Rear of Waltham Passenger Coaches, Harvey Boal, Operator at Hull Station Apparently Has Fled. C.P.R. Will Hold Thorough Investigation Today; Inquest Opened and Adjourned Till Wednesday.

Exerpts

Five persons were killed and about 13 Injured in a rear end collision on th C.P.R.. Pontiac line between Hull station and the Union station, Ottawa, about 9:35 yesterday morning. A work freight train going to Hull ran into the Pontiac passenger train, which was backing into Ottawa. There were 32 passengers in the two cars which were completely telescoped by the impact.

The cause of the accident is given as the failure of the operator at the Hull station to give to the conductor on the passenger train orders he had received to hold the train at Hull while freight work train arrived from Ottawa.

Of the injured three of them are in a serious condition, one having internal injuries and two suffering from concussion of the brain.

How accident happened.

The passenger train had come from Waltham and as is the custom, at the Hull station was reversed to back into the Union Station. It left the Hull station at 9:22 and the accident happened a few minutes later just south of the overhead bridge where the Hull Electric Railway line crosses the CPR. track, and between the electric line and the Aylmer Road. The freight train was going from Ottawa to Hull to have some work done, Fred Cole being the engineer and William Short fireman. Both trains were traveling at a good rate of speed and there is a sharp curve just where the accident happened it was impossible for the crew of one train to see the other train till too late. The passenger train was composed of an engine, baggage car, second class passenger and first class passenger in the order named. In backing up the first class car was first and it was the car struck by the oncoming engine of the freight.

The impact caused the first class passenger to completely telescope the second-class car, and over one half of the latter being completely demolished. It was in this car that the dead were. The first class car above the trucks was practically intact with the exception of the seats which were nearly all torn off their fastenings and the vestibules which were demolished.

Statement issued.

An official statement issued last night by the C.P.R. places the full responsibility for the railway wreck yesterday on Harvey Boal, the telegraph operator at the Hull station. A statement was also issued as to the deaths, injured, persons and property loss resulting from this blunder. The dead are the same number as first thought, five. the clearing up of the debris revealed no more bodies. The list of injured is given as 11 several being in a serious condition.

Worked in Ottawa.

Harvey Bowl the C. P. R. Operator at the company's Hull Station, whose mistake is supposed to have been responsible for the accident was originally employed in the Great Northwestern Telegraph company's office here. He came to Ottawa from Almonte and accepted a position as telegraph operator this he later left to enter the service of the Canadian Pacific and about two years ago came to Hull from Pembroke and held his position there ever since.

Official report

Statement as to responsibility and the injured.

That the responsibility for the wreck lies with Harvey Boal, the company's operator at the Hull station, is the position taken by officials of the Canadian Pacific.

"Engine number 488, a transfer between Ottawa and Hull," said Mr. J.H. Boyle, assistant superintendent of the company, "was given an order with right over all trains at 9:11, an order good till 9:25 a. m. This order was sent out to the operator at Hull to be delivered to all trains moving in the opposite direction till number 488 arrived at Hull. Train 540, the passenger from Waltham arrived there at 9:20. The operator had the order which was wired, on his desk in front of him, when the train came in, but he made out a clearance stating that he had no orders for number 540 and allowing it to proceed. It went three quarters of a mile out when it met the other train on the way to Hull.

"Operator Boal is entirely responsible for the accident as he should have delivered the order to the conductor of 540 and held that train until 9:25."

"We are getting the men together for an investigation," declared superintendent H.B. Spencer, when seen, "we will hold it tomorrow if possible and sift the whole thing to the ground."

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Hired Livery Rig

Operator apparently trying to leave country.

That the operator blamed for the wreck is trying to get out to the country is proven by statements made by a livery man in Hull and from a bank in Ottawa.

Around 10 in the morning, Mr. Pelletier of Meilleur and Pelletier, livery men, Bridge Street, Hull, states that a man answering Boal's description, came into the office in a state of great excitement. He had a pencil behind his ear and seemed to be in a great hurry and to be flustered. He told Mr Pelletier that he wanted a horse and driver to go to the Russell, in Ottawa. A horse was hitched for him and Mr Lacroix, an employee of the stable, was sent as driver. Neither horse nor driver have been seen since as far as is known in Hull or Ottawa.

It has been learned by the police that shortly after Boal went into the Bank of Ottawa and drew out the money he had on deposit there. The amount is not definitely announced, but it is said to have been about \$2,000.

On instructions from the Chief train dispatcher at Ottawa a warrant was issued shortly after the accident for the arrest of Boal. Police and detective searched all over both cities without avail.

One rumor was that he had driven to relatives in Graham's Bay. Detective Culver drove out there and found that his friends that knew nothing of his whereabouts.

## NEW STATION FOR HULL CITY

Talking of \$100,000 C. P. R. Depot.

New Station According to the Suggestion Might Be Placed In Eddy Park - Visitors Could Arrive on the Edge of Ottawa.

Hull may have a new hundred thousand dollar C. P. R. station at the corner of Bridge and Main streets, in the course of two years.

A resolution will be presented to the Hull Board of Trade tomorrow night by Ex-Alderman Joseph Gravelle, asking the board to approach the Hull city council with a view of allowing them to expropriate a strip of land on Main street, running from the corner of Bridge street to Brewery street, to build a large new station. A portion of property in question is now known as Eddy Park. The corporation of Hull owns the land in question.

The scheme seems quite feasible as the C. P. R. own the Hull Electric road, and have double tracks from this source right into the proposed new station.

It was intimated this morning that the passengers would be brought into the new station, and transferred from there to Ottawa by the Hull electric cars. This would give visitors to the City of Ottawa an opportunity of arriving in the heart of his capital.

12/04/1912 *Eastern Ontario Review**Lachute**Hull*

The C.P.R. Company may build a handsome new station at Hull.

02/05/1912 *Renfrew Mercury**Lachute**Hull*

Since the wreck of the Pontiac train in Hull early last month, whereby five persons were killed and several injured, the C.P.R. has introduced anew block system between Hull and Ottawa, which, if it is strictly observed, will prevent a recurrence of the accident.

According to the rule of the present system, a train cannot leave Hull or Ottawa before the conductor has obtained a staff which is locked and unlocked by an electric arrangement. Only by deliberately ignoring the system could another collision of two trains occur between Hull and Ottawa. The Pontiac train still continues to back in from Hull to Broad Street station, but by the new arrangement there is little or no danger of an accident.

08/11/1912 *Eastern Ontario Review**Lachute**Calumet*

## Killed Near Calumet

Calumet, Que., Nov 3. The body of Hermias Seguin, a river driver of Grenville, Que., was found on the C.P.R. tracks about a mile west of this village at an early hour this morning. Both legs were cut off and the body was otherwise mangled. It is not known which of the trains that passed during the night struck Seguin. Deceased was last seen in the village here Saturday night, and was partially under the influence of liquor. He left at a late hour to walk along the track to the logger's camp at the Rouge river, where he had been employed, and it is thought he may have went to sleep on the rails. Seguin was about twenty-five years of age and single. An inquest will be held.

13/12/1912 *Eastern Ontario Review**Lachute**Lachute*

## Killed at Crossing

Lachute, Dec. 10. Gregory McQuat, aged 19, son of Mrs. W.D. McQuat was instantly killed, and W. McAllister aged 18, son of Postmaster Alex McAllister, of Brownsburg, was seriously injured when the Montreal train which left Ottawa at 6.20 p.m. on Saturday struck a buggy in which the two were driving, on a crossing in Lachute.

The two boys were driving, and, according to McAllister's story, neither heard nor saw the approaching train, when they attempted to cross the tracks.

The engine struck the buggy, killing the horse and McQuat, and hurling McAllister a distance of over 50 feet. When the train pulled up McQuat's body was found on the cowcatcher of the engine. Conductor Murphy in charge of the train, picked up McAllister, who was unconscious and the body of McQuat, and proceeded to Lachute Station.

An inquest was conducted on Sunday at the C.P.R. station at Lachute, when the jury, after hearing the evidence returned a verdict of accidental death, exonerating the C.P.R. from any blame for the accident.

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The C.P.R. authorities are contemplating raising the grades at four dangerous crossings which exist in Lachute, so that subways under the tracks will do away with the danger of further accidents.

15/05/1913 *Ottawa Journal**Lachute**Hull*

## RECOMMENDS STATION SITE

Hull Street Improvement Committee has Convenient Location in View.

That the ground known as Lake Floris be offered the C.P.R. as the site for the new Hull station is the suggestion of the Hull Street Improvement Committee. It is situated almost in the centre of the city and covers an area of about three quarters of a mile square. At present it is merely bog land and would require a lot of filling in. It is considered an admirable site, however, for a station as it is less than six hundred feet from the C. P. R. main line to Ottawa, and not far distant from the Hull Electric Railway line. The proposition will be placed before the Hull Board of Trade for consideration and will likely be brought up at the next council meeting

25/07/1913 *Ottawa Journal**Lachute**Hull*

## Box car derailed

Gatineau Train had to Back Into Central Station

A box car on the 8.45 Gatineau train was derailed in the west end of Hull yards, and the train was taken into the Central Station instead of the Union station. The train backed in on the C.P.R. tracks, running by Maniwaki Junction, along by the Hull Electric Railway line, striking the main line at the interprovincial bridge.

The train was not delayed.

30/01/1914 *Eastern Ontario Review**Lachute**Calumet*

Owing to a switch having been left open at the Calumet station one day last week, the express from Montreal took the wrong track to get into the station and came instead in contact with a freight train standing on the siding causing much damage to the engine and breaking several cars loaded with logs that were forming that train. Fortunately the express train was coming in slowly and that the engineer, who was snow blinded, noticed that his engine was on the wrong track, had time to put on the brake, which eased the collision to a great extent. The passengers received a severe shock but were not injured whatever.

01/01/1917 *Eastern Ontario Review**Lachute**Calumet*

A fine new wharf has recently been completed by the Canadian Pacific Railway at Calumet, replacing the old structure which was damaged by high water last year. Passengers for Hawkesbury, L'Orignal, Caledonia Springs etc., will appreciate this improvement.

Need to get date

12/02/1920 *Ottawa Citizen**Lachute**Calumet*

## Assaulted Conductor.

Charles Kennedy, Brownsburg, Que., pleaded guilty in Hull police court to having assaulted James Wallace, conductor on the Montreal train, at Calumet Station on Saturday last and was remanded for sentence for a week. The prosecution follows several cases of rowdiness which have occurred between Lachute and Calumet recently by inebriated individuals who board the train, use abusive language, and in some cases have assaulted the train man. In this instance Kennedy, who admitted he was intoxicated, struck Conductor Wallace, because he felt his change was not forthcoming quickly enough.

**TRUCK IS HIT BY TRAIN BUT DRIVER ESCAPES**

Geo. Guertin Was Travelling IN Luck. Accident Gave Free Soft Drinks to Many.

Geo. Guertin, 28 Duke street, Ottawa, had a marvellous escape from death this morning shortly after 10 o'clock, when a motor truck which he was driving was struck on a level crossing at St. Henri street, Hull, by the C.P.R. Brockville train, and demolished.

Guertin was thrown from the truck by the impact of the collision and escaped with a few bruises and a bad cut on the sole of his foot, which injuries were attended to on his removal to the Sacred Heart Hospital. He stated that he was travelling st about four miles an hour and, at the crossing, which is entirely unprotected, was unaware of the approach of the train which, he stated, gave no warning whistle. It struck the truck fairly amidsthips, hurling him some distance on to the road, and sending a big load of Coca-Cola, with which the truck was loaded, in all directions.

After Guertin had been removed to the hospital, nearby residents, together with hundreds of kiddies, were busy picking up unbroken bottles of Coca-Cola, with which they hurried away with seeming indifference to the accident except that it had brought them fortune in the free soft drinks.

At the hospital it was learned that Guertin is so slightly injured that he will be able to go to his home this afternoon, after he has rested up from the shock he received.

Track cleared.

The C.P.R. North Shore route at Gatineau Point where the Montreal-Ottawa night train was held up last night for several hours owing to a derailment was cleared shortly after midnight.

Chelsea Road gates (I believe this is now Montcalm Street, as that is the only crossing that had gates in Hull that I know of) were smashed through along with the lanterns that sat on the gates. The story said that the gates were down for a light CPR engine "2,599". The motorist drove through the gates, and then extinguished his car's headlights and tail lights so the police could not track him down at night.

14 year old boy instantly killed

Four others injured when engines struck truck.

A dispatch from Ottawa, says Hector Ouelette, age 14 years, St. Jacques Street, Hull, was instantly killed, and four others were injured, two of them critically, at the St. Florent street railway level crossing in Hull, shortly after five o'clock Thursday, when a motor truck in which they were riding was struck by two C.P.R. engines traveling double headed towards Ottawa.

The engines struck the front part of the truck, turning it over and grinding the body and its wheels, so that the tender became derailed and tore up part of the right-of-way for a distance of over 50 feet before the engines came to a standstill. When the collision occurred the occupants of the truck were spilled onto the right-of-way, all clearing the engine with the exception of young Ouelette.

At the point where the accident occurred the view is somewhat obstructed by a short row of trees, and it is believed that the driver of the motor car did not hear the engine signal for the rossing. An inquest will be held.

**KILLED BY A TRAIN AT WRIGHT'S SIDING**

Man Thought to Be Theophile Lafrance round on C.P.R-Tracks.

At two o'clock this afternoon, a resident of Hull, after viewing the remains, expressed the belief that it was Theophile Lafrance, formerly of Hull, but who had been living at the Union Mission for some time.

At the Union Mission it was stated that a man by that name had been there, but not for the past three or four days. The authorities were unable to furnish a description of him.

The decapitated body of a man. believed to be possibly that of Mr. W. H. Murphy, formerly of Toronto, but whose recent address is unknown, was found at an early hour this morning lying on the C. P. R tracks near Wright's siding, a few hundred feet east of West Hull station.

The body was seen by Mr. M. Teterson, watchman for Wright and Company, Incorporated, who, when opening up the plant at 5.30, found the remains lying between the rails almost in front of the Wright siding. He communicated with Coroner T. B. Davies, who ordered the remains to be brought to Gauthier's undertaking parlors. Hull, where they now await definite identification.

There were no eyewitnesses to the accident, nor had anybody, as far as can be learned, seen the unfortunate man in the vicinity during the evening. Upon the clothes being searched by Mr. Gauthier, a tailor's tage tfas found stitched in an inner pocket of the coat. bearing tne legend, "Trebilcock and Co., tailors, Toronto. W. H. Murphy, March 17th, 1920. D 2163."

Coroner Davies, who will open an inquest at the undertaking parlors this evening at 8 o'clock expressed the opinion that the man might have been a resident of Wrightville and was taking a short cut along the rail way tracks early this morning bound East, when struck by the C. P. R. Soo train which passes through Hull around 1.30 a.m.

Enquiries at the C. P. R. offices showed that no accident report had been filed this morning by any of the train crews.

The man is described as being between 45 and 50 years of age, of fair complexion, about 5 ft. 8 in. or 9 in. in height, weighing about 145 pounds, head bald on top, and fringe of brown hair. He was dressed in a coat of blue cloth with a dark stripe, blue serge trousers, and white shirt with blue stripe.. The body is apparently that of a workingman, as the clothes were in poor condition. There was absolutely nothing in the pockets.

Note the book mentioned is available at

<https://www.canadiana.ca/view/oocihm.76366/1?r=0&s=1>

Passengers en route from Montreal to Ottawa on the North Shore line of the C.P.R. were delayed over two hours last eveeneing, [sic] through a slight accident, which was fortunately unattended with any serious consequences. The train had just pulle [sic] into Papineauville station on time, when one of the trucks under the locomotive tender broke, and the train had to be held two hours and forty-five minutes.

**JURY FINDS CHILD'S DEATH ACCIDENTAL**

A verdict of accidental death with no blame attached to anyone, was last night returned after less than five minutes' deliberation by the coroners jury which sat at Emoud's morgue, Hull, under Coroner T. B. Davies, and Assistant Coroner J. Isabelle. to inquire into the cuusc of death of Julien Chartrand, the ten-year-old son of Mr. Kinlle Chartrand, 166 Dollard street, Hull, who was instantly killed by a C.P.R. train near the corner of St. llelenc street about 9.20 Sunday night.

Evidence given by a number of witnesses was that young Chartrand had got onto the tracks, and had been proceeding in the direction the train was coming. On seeing it ho turned and ran in the direction the train was going, but was run down and killed and the train did not atop,

Mr. E. Pumple, engineer of the train which caused Chartrand's death, testified that he had been watching on the right side of his cab and had not seen the child. He learned that a child had been killed only when he returned with his engine to the Union station around 11 p.m. Sunday night.

The funeral of Julien Chartrand will be held tomorrow afternoon to Notre Dame church, Hull. The deceased, in addition to hix parents, is survived by one brother and three sisters.

## NO IDENTIFICATION OF MAN KILLED BY TRAIN

Body Still Lies at Morgue in Hull.

The body of the man who was killed on the Maniwaki-Ottawa CP, R. line, about one mile west of Beemer Station, Hull, on Saturday evening, still lies unidentified at Gauthler's morgue in Hull.

This morning Mr. A. G. Legault, of Hull, viewed the body and he considered that it was that of an oldish man whom he had noticed many times during the last few days walking on and near the railway tracks in the vicinity of the spot where he met death.

Engineer G. B. Parker, of 67 Rochester avenue, Ottawa, was driving the freight train from Maniwaki on Saturday evening, as he passed a crossing near the Hull Cement Works he noticed what appeared to be a dog fall in front of his engine. On arriving at Hull Station he and Fireman Eugene Brousseau, of Byron street, Ottawa, went forward to investigate and found a cap and one mitt on the cow catcher of the engine. They immediately walked back to the spot where Mr. Parker had noticed what he thought to be a dog on the tracks. They found the badly mangled form of a man, with part of the face and one leg completely severed.

Will Hold No Inquest.

They immediately returned to the station and reported the matter. Coroner Isabelle, of Hull, was summoned and a light engine was used to convey him to the scene of the tragedy. He viewed the body and had it transferred to Gauthler's morgue, deciding that no inquest was necessary. It is surmised that the body is that of a tramp who was walking along the road and fell over into the tracks either through fatigue or in a state of collapse, was caught by the cow catcher and carried many feet to the junction of tracks close to the cement works, where most of the mutilated corpse was found.

The erection of a modern school, to cost in the neighbourhood of \$25,000; a new Canadian Pacific Railway station, and the construction of a mission church are some of the improvements which it is expected will shortly follow in the wake of the construction of the International Paper Company's big pulp and paper mill in West Templeton.

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The new C.P.R. station has already been located about a mile and a half from the old station called Talon, and it will be called the Gatineau station.

A small office is at present doing duty for a station and the Fraser Brace Company has built a Y from its site, which joins the main line and is of standard gauge build, to its construction works. This will permit of the company shipping in its raw material from any point and routing its finished products to either Ottawa or Montreal.

## TEAM BALKED AT CROSSING GATINEAU RY.

Engineer Throws on Emergency Brakes and Stops train within Few Feet of Stalled Dairy Wagon.

## PASSENGERS ARE GIVEN THRILL THIS MORNING

Prompt Action of Mr. George Holly Highly Praised by Those on Train.

Passengers on the Gatineau train coming in to their homes or work this morning were given a thrill when, shortly after the train had left Beemer station, in Hull, after an uneventful trip and with a big load of passengers aboard, the emergency brakes went on with such suddenness as to almost throw passengers from their seats.

The train, under the urge of the clamping on of the brakes, came to a standstill within a few feet of a crossing, upon which passengers rushing to the doors and windows of the train to find out what had happened, discovered white-faced driver of a Producer's Dairy wagon fighting a team of refractory horses, with their noses a few feet from the engine tender.

Passengers declare that the prompt action of the engineer of the train, Mr. George Holly, 346 Cambridge street, prevented an accident in which Edgar Blais, milk driver, 27 St. Henri street, Hull, might have lost his life, or at least suffered serious injury, together with the horses and rig.

St. Henri St. Crossing.

The place where the near-accident took place is the St. Henri street crossing, where a serious accident occurred some years ago, resulting in the death of two boys and the maiming of a third, when two C.P.R. engines travelling light struck a Ford truck loaded with youngsters.

The Gatineau suburban train, in charge of Conductor Houlihan, Ottawa, en route from Alcove to the city, where it was due at 8.30, was approaching the crossing, after the engineer having "sounded" for the approach and was within about forty feet of it, travelling fortunately at about only twelve miles an hour, when Engineer Holly, leaning out of the cab, saw a Producer's Dairy wagon, drawn by a team of horses, just getting on to the tracks.

Sounding a warning screech from the locomotive whistle, the engineer called to his fireman, clamped on the emergency brakes and brought the heavy train to a grinding stop, just in time to avoid hitting the team.

Horses Stopped on Tracks.

When Mr. Blais saw the train he attempted to back up, but the horses became refractory, possibly due to the whistle of the train, and swung around on the tracks with the wagon and a collision seemed imminent. When the engine came to a stop the driver succeeded in getting clear, after which the train proceeded on to the Union station, the passengers loud in their praise of the smart work on the part of Engineer Holly, who had averted what might have been a very serious accident. "We were travelling about ten or twelve miles an hour. We can't be any faster over those crossings," said engineer George Holly, "and I had sounded my whistle for the crossing, when, about forty or fifty feet away, as we rounded the curve, I saw the team and dairy wagon debouching on the tracks. The driver tried to back up, apparently, but the horses were giving him trouble and I clamped on the emergency and brought the train to a stop within a few feet of the outfit, which just succeeded in getting clear when we were a few feet from him."

## Boy Throws Stone Passenger Is Hit

Charged with throwing a stone through the window of the Montreal C.P.R. train, and injuring Mrs. T. Fournier, of Masson, Que., an 11-year-old boy, of Gatineau Point, was placed under arrest today by C.P.R. constable J. A. Joanis. He will appear before Judge Roland Millar in Hull Court tomorrow.

Extensive alterations being made by the CPR to the Prince of Wales bridge will improve passenger service greatly at that point.

On August 1 the work of removing the old steel and replacing it with heavier steel was begun. It is now well under way, but so extensive is the work that it will not be completed before March 1927.

When the work is completed the bridge will be available to heavy traffic and the transfer engine will be withdrawn.

Despite the alterations, traffic is kept moving across the bridge with little delay.

The Dominion Bridge Company has the contract.

Reporter learned some railway ethics.

Reminiscence of 1897 C.P.R. wreck near Gatineau Point.

In the year 1897, in the fall, two C.P.R. freight trains collided a couple of miles east of Gatineau Point. The smash occurred just after daylight and as what was going to happen became evident in plenty of time, the engine crews were able to jump and save their lives. The engines were pretty badly telescoped and a number of freight cars smashed.

Like other bad news, news of the collision spread quickly through the city. A reporter on one of the city papers was one of the first from Ottawa to get on the scene.

He at once tackled one of the engineers. To every question he asked as to how and why there came the answer, "I don't know".

They knew nothing.

The reporter then tried the other engineer with the same set of results. He knew nothing. Next the reporter tackled the firemen. They also knew nothing.

Then the reporter went back to the first engineer. "Look here", he said, "I am representing the -- newspaper. When you refuse to talk to me, you refuse information to the --. So you had better cut out the fooling and tell me how the thing happened or I will have to report to the --."

"H.B." was there.

The engineer turned his back on the reporter. Then over his shoulder he shot out, "You blanked blank, don't you see H.B. Spencer over there. Do you want to get me fired."

"Oh", said the reporter, "I'm sorry I hadn't seen him." Then he hustled over to "H.B." and got his story - or at least such facts as the general superintendent wanted to give.

15/10/1927 *Ottawa Journal**Lachute**Masson*

#### FREIGHT TRAIN HITS TRUCK AT CROSSING

Papineauville Driver Suffer Painful Injuries.

Doris Legault, aged 25 years, of Papineauville, is in hospital at Buckingham suturing from injuries received yesterday morning when the truck he was driving was struck by a C.P.R. Ottawa-Montreal freight train at the level crossing at Masson. His condition is not serious.

Mr. Legault was driving the truck, which contained a load of gravel and owned by M. Belanger, also of Papineauville. Apparently the young man did not see or hear the approaching train, although the crossing is quite clear of all obstructions. Fortunately the train was travelling slowly and Mr. Legault was thrown clear of the engine. The train was in charge of Conductor John Thoburn.

Upon being admitted to the hospital at Buckingham, Mr. Legault was placed under the care of Dr. W. J. Costello, who found him to be suffering from a lacerated wound running from the temple to mid-forehead and a deep incised wound to his right arm. No bones were broken.

21/07/1928 *Ottawa Journal**Lachute**East Templeton*

Two meet death when motor struck by freight train

Mr. and Mrs. H. Trudel of Perkin's Mills, Que., Instantly Killed at 11.30 Today Heliers Trudel and wife, of Perkin's Mills, Que., were killed at 11.30 this morning when their car was struck by a C.P.R. freight train at East Templeton, Que.

23/07/1928 *Chronicle-Telegraph Quebec* *Lachute*

Man and Wife Killed in Auto Train Crash

Ottawa July 23. Hilaire Trudel and his wife of Perkins Mills Quebec were almost instantly killed Saturday when a motor car in which they were returning from the Ottawa market was struck by a C.P. freight train at St. Rose de Lima. Mrs. Trudel was decapitated and her body carried for more than 100 yards under the wheels of the locomotive. Her husband is believed to have choked to death under the wreckage before he could be extricated.

25/07/1928 *Ottawa Citizen**Lachute**Templeton*

Man and Wife Killed in Auto Train Crash

Ottawa July 23. Hilaire Trudel and his wife of Perkins Mills Quebec were almost instantly killed Saturday when a motor car in which they were returning from the Ottawa market was struck by a C.P. freight train at St. Rose de Lima. Mrs. Trudel was decapitated and her body carried for more than 100 yards under the wheels of the locomotive. Her husband is believed to have choked to death under the wreckage before he could be extricated.

30/10/1929 *Ottawa Citizen**Lachute**Montebello*

Lee G. Butterfield, Aged 43, Was Employed at Papineau Manoir.

Lee G. Butterfield, aged 43 years, resident of Bangor, Maine, U.S.A., was instantly killed yesterday when his automobile collided with a C.P.R. freight train at a level crossing in Montebello, Que.

An inquest was held by Coroner Eugene McKay of Papineauville and a verdict of accidental death rendered. It was stated that the unfortunate man, who was foreman of the works at the Papineau Manoir, Montebello, was returning from the golf grounds, situated about a mile from the village, and when approaching the crossing did not see the on-coming train. His car was struck as he was half-way across the tracks. The machine was completely demolished and carried on the cowcatcher for more than 500 feet before the train was brought to a stop.

The body was taken to Montreal from where it will be removed to Bangor, Maine, where the funeral will be held. He is survived by his wife and two sons.

Authorities stated today that this level crossing accident is the second to occur in the province since the law to stop at all crossings was adopted by the Quebec government last session.

Several persons injured when vehicle runs into C.P.R. freight at level crossing near Ottawa

Accident attributed to Ice Covering Highway

Serious tragedy was probably averted by matter of a few seconds only.

Seven persons had a narrow escape from serious injury last night when a Gatineau Bus Line bus ran into the side of a C.P.R. freight train at the level crossing at Gatineau Mills, Que. All occupants of the bus received some injuries, two of them being admitted to the Ottawa General Hospital, Water street.

Names of injured

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The accident occurred about 10 p.m. The bus with six passengers was on its way to Gatineau Mills. The freight, a regular switch train, shunting cars into the International Paper Company yards, and according to railway officials, the first car had just reached the crossing when the bus careened into it, striking the car about ten feet from the end. The driver was thrown against the windshield and the passengers thrown to the floor.

two ambulances called

All injured were given medical treatment by C.I.P. officials, and by Dr. A. Richard, 174, St. patrick street, who was taken to the scene by Whelan's ambulance which was called. Brady and Harris' ambulance was also called and both conveyed the injured to the hospital.

The freight train was in charge of Conductor S.A. Quinn, 123 Cambridge street. ice covered roads are blamed for the accident, as the wheels of the bus skidded when the brakes were applied

Only a matter of seconds averted an accident of much graver consequences. Had the bus got on to the crossing before the train had been struck broadside by the end of the train it would probably have been overturned and probably lives lost.

Fortunately both the bus and the train were travelling slowly at the time, and the locomotive and 12 box cars which it was hauling came to a stop immediately after the crash occurred. the front part of the bus was caught on the side of the box car causing the bus to be dragged across the road. When the train came to a stop, the front of the bus was down over the shoulder on the south side of the road.

Drivers contention

While railway men maintain that they were riding on the rear of the train backing up and had lighted lanterns, the bus driver, Lionel Bertrand , 115 Wellington street, Hull, said that he did not see anything of the train approaching the crossing nor did he hear any warning whistle.

Bertrand said that he left Ottawa shortly after nine o'clock en route to Ste Rose de Lima. He said that his bus was travelling slowly on account of the slippery conditions of the road. As he approached the railway crossing on the siding running from the C.P.R. Ottawa-Montreal North Shore line into the Canadian International Paper Co. plant he did not see a train approachig either way along the tracks.

Bertrand said he was slowing up for the crossing, and as he applied the brakes to bring the bus to a stop the end of a freight car appeared in front of him. The wheels of the bus skidded on the glare ice on the pavement, and he was unable to bring it to a stop before it crashed into the side of the first car just as it was partly over the crossing.

According to Conductor Steven A. Quinn, in charge of the train, a serious accident was averted by the quickness with which Engineer M. Hussey, 552 Lisgar street, brought the long train to a dead stop. As soon as the crash occurred Engineer Hussey applied the brakes and the train moved only a few feet, dragging the bus with it to the ditch at the edge of the road.

There were 12 freight cars, an engine and coal tender on the train. It was moving with the engine at the rear.

Besides the conductor and the engineer, other members of the train crew were Thompson Vickers, 135 Sherwood street, fireman; L. Quinn, 129 First avenue, and S. Gravelle, Montreal, brakemen. The accident, which occurred tn Montreal division territory, was reported to the Montreal superintendent by Conductor Quinn.

N. Jenkins, who was badly shaken up, was perhaps the most fortunate of the seven occupants of the bus. When the crash occurred he was hurled through the windshield of the bus and landed on the side of the road without suffering a cut from the broken glass.

All occupants of the bus were promptly removed to the Canadian International Paper Co. first aid station, where they were given first aid by John Lee.

timekeeper. A call was sent to the Ottawa General Hospital for a doctor and ambulances. Dr. Richard and the ambulances were rushed to the scene. After having their injuries dressed, most of the accident victims were able to go to their homes.

The bus itself, though considerably damaged, was not wrecked. The front part was twisted and broken, while the motor and steering gear were also damaged. It had to be towed to the Gatineau Bus Line garage by one of the company's big tractor snowplows.

14/08/1930 *Ottawa Citizen**Lachute**Masson*

Fire at Masson makes hundreds without homes.

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No. 2 fire station at Ottawa sent a pump and four men, headed by Captain Homer Langdon, and the apparatus arrived on a special Canadian Pacific train taking only 56 minutes to make the journey.

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26/12/1930 *Ottawa Citizen**Lachute**Masson*

A Shaggy Red Head Looked Over Coal Board of the Tender

One day back in the nineties when R.W. Botterell was engineer on the C.P.R. North Shore road, he and his fireman had a peculiar experience - one which they could never quite explain even to their own satisfaction. The name of the fireman is not given as he is still alive and working in Ottawa at a job other than railroading.

One night when the passenger train in the North Shore line was between Thurso and Masson stations, the fireman looked over the coal board of the tender.

What caused him to look up he did not know. But when he looked, he saw a head looking at him over the coal board. The head was a shaggy red head, and the eyes were large and staring. The face was pasty white. the sight of this head only a few feet from him sent cold chills down the fireman's spine.

Went to Engineer

He dropped his shovel and sidled over to Engineer Botterell, nudged him and pointed to the coal board. Mr. Botterell looked and saw the red head.

"Go and grab him," the engineer said, "I can't leave here."

"Grab him yourself," the fireman retorted,"that's not a man. Tramps don't get into coal tenders. Anyway, what room would a tramp have there?"

Both looked again and the face still stared.

Disappeared

Suddenly it disappeared

The fireman went back to his shovelling, and it was not long before the train stopped at Masson.

Just as soon as the engine ground to a stop and before a tramp could have jumped, both fireman and engineer ran to the coal board of the tender. There was no sign of a man anywhere,nor could one be seen running in any direction. peculiar.

A number of tramps had been killed on the road from time to time. The fireman said that face did not seem human. How about it?



The Spare Fireman had Hard Initiation

Old time railway men sometimes used to have some trying experiences: long hours and hard runs. Take for example the experience of Engineer Phil Roy when he was a young fireman back in 1880. In the spring of 1880 Phil had joined the Q.M.O. & O. which then ran from Montreal to Hull (now C.P.R. North Shore). When he entered the service of the Q.M.O. & O. he was only 16 and began as an iller. Good luck or good conduct of something presented him a chance to go firing as a spare.

His first experience as a spare fireman was severe. His first trip kept him two days and two nights without sleep and made him think that railroading was not such a nice job.

At Hull the engine in which young Roy was firing hitched onto a long train of square timber bound for Quebec. On account of its length the train ran slowly. As the Q.M.O. & O. was short of freight cars and much square timber had to be moved, a hurried unloading of the timber took place at the Quebec docks and the freight train with its already tired crew, was without being given a chance to rest, hurried back to Hull. Before Hull was reached 48 hours had elapsed and neither the engineer nor the young spare fireman had had any sleep and not a great deal to eat. The experience was one Phil Roy did not quickly forget.

09/01/1933 *Ottawa Citizen**Lachute**Calumet*

Citizen had the same wording as the Journal with the following addition:

Railway's Statement

Montreal Jan 8.

Five passengers were taken to Hawkesbury, Ont., hospital today with minor injuries received when three coaches of a Canadian Pacific Railway train running between Ottawa and Montreal were derailed three miles west of Calumet, Que., the railway announced.

The passengers, the injuries of none of whom were serious were Emile Gascon, Verdun, Que., Mr. and Mrs. Lucien Thomas, Montreal; Mrs. Denise Jette, St. Hyacinthe, Que., and Miss Claire Huneault, Calumet, Que.

Other passengers suffered only superficial bruises and scratches the announcement stated.

The accident occurred at 4.15 this afternoon and was caused by a broken rail.

Remarkable Escape

That it is most remarkable no one was seriously injured or killed in the accident. The Citizen learned in inquiries over long distance telephone last night.

Informants told the reporter that the three passenger cars were almost demolished as they rolled down the embankment, crashing over large boulders, stumps and trees before they came to a stop at the bottom of the embankment.

Not From Ottawa

First reports, mostly rumors, to reach the city had the list of injured as high as 21 and it was feared that many of those might be Ottawans. Local C.P.R. officials however, announced that the train that figured in the accident was not from Ottawa but ran daily from Montebello and Montreal.

Passengers Interviewed

Interviewed in hospitals at Hawkesbury, injured passengers related their experiences. They said that their first intimation of the accident was when they noticed the cars jolting and rocking slightly before they toppled down the embankment. One mother, Mrs. Emile Gascon of Montreal, was accompanied by her six small children and bravely endeavored to see to the safety of all of them before herself.

It was reported that one of the younger children, a mere infant, was hurled through one of the broken windows as the car rolled down the embankment, and escaped serious injury. Two of the six children suffered minor injuries and are with their mother in a Hawkesbury hospital. Fears were expressed that Mrs. Gascon may be suffering from a fractured hip, and an X-ray examination was made to ascertain the extent of her injuries.

Hawkesbury Men Hurt

Two young men from Hawkesbury, Oscar and Wilfred Cayen, are among the injured. The muscles of one of the legs of one of these men were torn, and the other man suffered bruises and lacerations.

Most of the accident victims were conveyed across the Ottawa river over the new bridge from the scene of the wreck to Hawkesbury hospitals in private motorcars, and the most seriously hurt were moved to Calumet station after receiving first aid and were transported to Hawkesbury in Berthiaume's ambulance.

Repairs quickly made

No serious delay in traffic apart from the train figuring in the derailment resulted from the accident. The train from Montreal to Ottawa over the North Shore line arrived in the city last night only half an hour late, repairs to the broken rails having been quickly made.

09/01/1933 *Ottawa Journal**Lachute**Calumet*

12 Are Injured in Train Wreck Near Calumet

Three passenger Cars Roll Down 75-Foot Embankment

Victims Taken to Hawkesbury

Hawkesbury Jan. 8. Three passenger cars of a Canadian Pacific Railway train rolled down a 75-foot embankment between Calumet, Que., and Pointe aux Chenes this afternoon, causing minor injuries to 12 persons who were brought to the Hawkesbury hospitals for treatment.

Heading for Montreal, the Montebello train ran into a broken rail just before reaching a railway bridge over the Rouge River.

Cars are Wrecked

While the locomotive, tender and baggage car of the train remained on the track, the three passenger cars, containing 17 persons, rolled down the bank and were wrecked on trees and rocks. The cars were reported as having turned over two or three times in the fall.

All 17 passengers were shaken up and more or less bruised, 12 of them being brought here for observation.

Mother and Six Children

Six children of Mrs. Emile Gascon, 32, of Verdun, Montreal, and their mother, were among those brought to the hospital here. They were suffering from shock and general bruises but their condition was regarded as favorable. Others included Miss Denise Jette, 16, St. Hyacinthe, Que., broken arm and bruises; Mr. and Mrs. Lucien Thomas, Montreal, shock; Josephat Jette, St. Hyacinthe, Que., and Alphonse Gibeault, Hawkesbury.

Doctors stated all injuries were superficial and not more than five of the injured were expected to stay in the hospital over night.

Railway officials are investigating the derailment

Crashed Down Embankment

Passengers on the train declared it was incredible that no one was killed or critically injured, in view of the fact that three of the passenger cars crashed down the embankment and were battered by large boulders. Among the injured occupants of the cars was Mrs. Emile Gascon, of Montreal, who went through terrifying experiences in attempting to protect her six small children travelling with her.

One of the children was hurled through a window in the wreck but escaped serious injury, while another and two more sustained hurts requiring hospital attention. Two Hawkesbury men, Oscar and Wilfred Cayen, were also taken to hospital, one suffering from severely wrenched leg muscles, and the other from multiple cuts and bruises. The injured were conveyed from the scene of the accident to Hawkesbury hospital over the new Interprovincial bridge there in private motor-cars, while some of the more seriously hurt were transported to Calumet station. Repairs to the line were speedily made by wrecking crews.

10/07/1936 *Ottawa Citizen*

*Lachute*

*Smiths Falls*

Albert Maynes was fireman on first transcontinental train

Albert maynes, formerly of Smiths Falls, now retired, was outstanding among the C.P.R. veterans, in the recent golden jubilee celebration of the inauguration of transcontinental railway service in Canada. Mr. Maynes, now residing in Toronto, was, for about a quarter of a century, one of the best known C.P.R.

locomotive engineers on the Smiths Falls division.

He had the honor of being on of the two men who piloted the engine that hauled the first through C.P.R. train out of Montreal destined for Fort Moody, then the Pacific coast terminal. He was chosen locomotive fireman for that occasion by the stalwart group who drove in the last spike. The engineer on the first train was Aaron Barr. Mr. Maynes has great recollections of that first trip. He said great crowds gathered about the old Place Viger station and huge bonfires were lighted along the way.

Mr. Maynes, who is the son of an Irish infantry captain, started as a machinist for the old Southern Railway in Vermont and later became a humble engine-wiper in the Hochelaga shops at Montreal. He afterwards became locomotive engineer in Smiths Falls, divisional master mechanic, rule instructor and mechanical examiner. He has travelled with royalty and has been a friend of dukes and princes and statesmen.

11/12/1942 *Ottawa Citizen*

*Lachute*

*Hull*

Driver loses life, companion injured in crossing crash.

Injured late yesterday afternoon when the car he was driving was struck by a train on an Aylmer road level crossing, Ernest Dack, 43 years of age, of Easton's Corners, died shortly after one o'clock this morning in the Sacred Heart hospital, Hull.

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Dack was one of two men injured when their car was struck by a slow-moving locomotive at a C.P.R. level crossing almost in front of the De Salaberry Armories in Hull at 5.15 o'clock yesterday afternoon. Dack was driving at the time.

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According to the Hull police report, the car driven by Dack was proceeding west on the Aylmer road at a moderate rate of speed. Another car was stopped at the railway crossing and having failed to notice the wig-wag signal warning of the approach of a train Dack apparently thought that the parked car was stalled on the road. He passed it and as his car got on the tracks it was struck by the tender of the locomotive which was backing in a northerly direction.

The automobile was pushed a=sideways a distance of about ten feet before the locomotive came to a stop. It was badly wrecked, and it was with difficulty that the men were extricated from the debris, The train crew rushed to the men's aid and had them removed to the hospital in Gauthoer's ambulance.

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01/07/1947 *Ottawa Journal*

*Lachute*

*Thurso*

Armed Thug Robs Thurso Station Agent

Threatening the CPR station station agent at Thurso, Que., with "Don't move or I'll drill you", an armed bandit swept \$150 in bills into his pockets and made a getaway in a dark blue sedan at 5.05 p.m., Monday.

In his haste the bandit overlooked \$800 lying in full view on a shelf of an open safe in the station office.

Several persons living near the Thurso station looked on idly as the dark blue sedan raced away. It was only after the station agent Andre Lefebvre, and his assistant ran from the office any importance was attached to the car.

Mr. Lefebvre relieving as agent, told Detective Robert Gilbert Hull Detachment Quebec Provincial Police he and his assisant Rudolphe Pelletier, were working behind the wicket when footsteps were heard approaching. Both men were busy at their desks and their backs were to the wicket.

Mr. Lefebvre wheeled around and saw a revolver thrust through the wicket.

"I want the money", the robber demanded.

Mr. Lefebvre took "about \$150" from the till and thrust it at the man. He reached out and pulled it into the pocket of his coat

"Don't move for a full minute after I leave" he directed, and then made a break for a door.

Mr. Lefebvre and Mr. Pelletier waited until they heard a car pull away from the station and then ran out to give the alarm.

Mr. Lefebvre told police he had seen the bandit walking past the wicket earlier in the day.

Quebec Provincial Police from Hull and Montreal were called in to assist CPR investigators in the case. All police departments have been notified of the robbery. Assisting Detective Gilbert with the investigation are Constables R. Bastlen, M. Dusseault . and Howard Jones.

18/08/1947 *Ottawa Citizen*

*Lachute*

Four Injured As Car Hits Train

Four passengers of an automobile which was proceeding east on the Aylmer road Saturday afternoon and collided with a CPR freight train, escaped serious injuries, but the car was a complete wreck.

According to the police report by Constables A. Morin and T. Larabic, Oscar Blais, 63 Montcalm street, Hull, was driving his automobile towards Hull and failed to notice a freight train which was backing from Hull West station to Ottawa. The automobile crashed into one of the freight cars.

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21/04/1948 *Ottawa Citizen*

*Lachute*

*Lachute*

3 Dead, 3 Hurt, When Train Hits Car At Crossing

LACHUTE Three persons were killed and three others severely injured last night, when their automobile was struck by the Canadian Pacific Railway's Ottawa-Montreal train at Symonds crossing, one mile from Lachute station.

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Police said that Robillard had apparently failed to see the train during a driving rain storm and that the train ploughed into the auto, hurling debris hundreds of feet.

11/06/1948 *Ottawa Journal*

*Lachute*

*Thurso*

Thurso to Have New Station

Thurso June 10. Thurso will soon have a new station to replace the one destroyed by fire last December 23. Plans have already been approved by the local council, and building will be started by the Canadian Pacific Railway at the end of the month.

Of attractive brick design, the station will contain every possible comfort. One section will be of two storeys with offices on the lower floor and the station master's quarters on the upper. The other section, with a novel roof design, will house the waiting rooms and the baggage and express accommodation.

To avoid the blocking of Galipeau street by trains standing in the station, the new building will be 80 feet away from the former location.

This will not be the first time that Thurso's station has been moved. In 1927, the one recently destroyed by fire, was shifted and renovated.

02/04/1949 *Ottawa Citizen*

*Lachute*

*Gatineau*

Stole Train Ride

Three men from New Brunswick, who pleaded guilty in Hull police court yesterday to stealing a ride on the Hull-Montreal, train, were sentenced to three days in jail by Judge ; Roland Millar. The threa men were -placed uncer arrest by CPR constables at Gatineau Thursday night.

**Driver Dies When Jeep Hit By Train**

Driving a jeep into the path of the CPR North Shore train, Maurice Binet, 40, was instantly killed at the Montclair Boulevard crossing in Hull at 5.40 p.m. Saturday.

The locomotive struck the right side of the jeep, throwing it a distance of 50 feet. Mr. Binet, hurled from his vehicle by the force of the impact, was caught on the guard of the engine and dragged 500 feet.

Coroner Dr. Gerald Brisson viewed the body and said no inquest would be held.

According to the police report, Mr. Binet, who resided at 53 Richer Street, Hull, was driving the jeep west on Montclair Boulevard. The North Shore train was coming into Ottawa from Montreal.

Engineer Edmond Tremblay of Montreal told police he saw the jeep and anticipated Mr. Binet would stop the vehicle. The engineer blew the locomotive whistle and then put on the emergency brakes.

The train could not be stopped in time, however, and smashed into the jeep, bringing instant death to Mr. Binet. The Jeep was wrecked.

An examination showed the victim had sustained a fractured skull and a broken left hip, arm and leg. Dr. Brisson pronounced Mr. Binet dead.

Police and railway officials headed by Constable Paul Labelle, who was first on the scene, worked for an hour freeing the body from the engine. The North Shore train was switched to another track and pulled into Ottawa by a second locomotive.

The police report showed the red-flasher lights at the Montclair railway intersection, which warned of approaching trains, were in working order.

The jeep, which Mr. Binet was driving, was owned by W. D. Laflamme of 51 Richer Street, Hull.

**Caption to picture**

Death In A Jeep Maurice Binet of 53 Richer Street, Hull, was killed Instantly Saturday afternoon when the jeep he was driving was hit by a CPR passenger train at the Montclair Boulevard crossing In Hull, The small, open vehicle was hurled 50 feet by the force of the impact. Mr. Binet was dragged 500 feet on the engine guard. The above picture shows the demolished car shortly after the accident. Photo by Newton

**William Lavert, Hill, Is Killed By Locomotive**

A Hull man, William Lavert, 45, of 65 St. Hyacinthe Street, was killed almost instantly after he was hurled a distance of eleven feet by an eastbound locomotive in Hull late yesterday afternoon.

The fatal accident occurred on the CPR right of way, about five hundred feet east of Beemer Station, Hull West at 5.50 p.m. yesterday.

The engine was enroute to the Ottawa Union Station to pick up the North Shore express for Montreal. It was reported that the locomotive had left the roundhouse a few minutes earlier and was travelling backwards at a speed of ten-miles-an-hour when the fatal accident occurred.

Engineer William Rhodes and Fireman Kenneth Cope, both of Montreal, told police that they had failed to observe the man walking along the tracks. They slated that they knew nothing of the accident until they stopped the train after observing a man's hat flying in mid-air a few feet over the engine.

According to the trainmen they stopped the slow-moving engine in a matter of seconds, and, upon searching the scene discovered the man lying near the tracks about eleven feet away from where they believed he had been struck.

Coroner Gerald Bitsson who was notified of the accident rushed to the scene. He reported that the victim had been killed within seconds after he had been struck. The cause of death was stated to have resulted from head injuries, and although examination revealed other multiple fractures the coroner reported that they would not have been fatal.

A letter in Lavert's pocket was the first clue to lead police to the discovery of the identity of the dead man. The landlord of the St. Hyacinthe Street rooming house, however, was unable to give any further information, and early this morning police were unable to learn anything further of the man's past history.

Hull authorities reported last night that any decision regarding an inquest will hinge upon the result of further investigation into the details of the accident. There will be no autopsy into the cause of death.

The probe into the accident is being continued by Inspector Maxime Lavigne, Sergeant Ernest Carriere, Detectives George Dompierre and Jacques Lalonde of the Hull city police

**None hurt in crash of truck train.**

Ernest Bastien, 35, of 154 Hinchey Avenue, narrowly escaped injury yesterday afternoon when his loaded fuel-oil truck with its inflammable cargo skidded into the side of a moving passenger train at a Hull crossing.

The CPR Montclair Street crossing was the scene of the truck-train crash, when the truck plowed into one of the rear coaches of CPR Ottawa-Maniwaki passenger train, locomotive No.2927, that had just pulled out of Beemer station at 4.45 p.m.

Although the cab of the heavy tanker tractor owned by Hall Fuels, 339 Preston Street, was totally wrecked, the efforts of the driver in pulling the truck sideways was credited with saving the 1,200 gallon oil tank from damage.

None of the oil escaped and there was little danger of fire or explosion following the crash.

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Although the railway coaches were slightly damaged as a result of the accident, officials reported last night that none of the passengers were injured.

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Engineer William R. Creighton, of 125 Bayswater Avenue and Fireman George Tapp, of 158 Beach Street were in charge of the locomotive.

Sees Best Friend Die Under Train.

May Break Radio Secrecy to Notify Husband In Pacific

By Roger Appleton Evening Citizen Staff writer

MASSON-Still visibly shaken by what she saw, an attractive: 41-year-old Masson housewife today told details of the tragedy which claimed the life of her best friend, Mrs. Fernand Leduc, 35, and her young son, four-year-old Maurice, yesterday evening.

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If the radio blackout cannot be lifted, it may be eight to nine days before the husband will receive word of the death of his wife and son. It would be delivered to him at the first port of the troopship

As Mrs. Omer Gosselin told her story this morning, a warning bell on the fatal crossing tolled irregularly as a shunting locomotive moved cars across Highway 35, adding a bizarre and ironic note to the scene of yesterday's fatality.

A short, dark-haired housewife, Mrs. Gosselin said the language difficulties probably were responsible for the accident.

Misunderstood Orders

She said that she, accompanied by Mrs. Wilfrid Laberge and Mrs. Leduc with her two children misunderstood orders given them by a member of the train crew that it was not safe to cross the tracks.

Mrs. Leduc made a heroic effort to save the life of her tiny baby, 10-month-old Elizabeth, by pushing the child and carriage free of the tracks before a heavy CPR freight jolted backwards, striking her and killing her instantly.

Her son, Maurice, later died in Buckingham Hospital from multiple injuries.

Both Mrs. Gosselin and Mrs. Laberge, who were also knocked down by the backing freight, received minor injuries. Mrs. Laberge suffered a gashed leg and a number of cuts and bruises while Mrs. Gosselin also received an injured leg and minor lacerations.

Baby Unhurt

The only uninjured member of the group, who were out for an evening stroll about 8 o'clock, was the baby who valiant Mrs. Leduc had given her life to save.

"The train had stopped," Mrs. Gosselin said. "There wasn't much room for us to go behind it but somebody said in poor French to go ahead. At least that is what I thought he said. I guess it couldn't have been that though, for as we started across the tracks the train jumped back into us.

"Fernande (Mrs. Leduc) was closest to me train, with her son Maurice beside her. It hit them first. Mrs. Leduc screamed and gave the baby carriage a push. Then the train seemed to swallow her up - her and Maurice. Somehow it seemed as if they knocked into Mrs. Laberge and I, knocking us down. We both got up right away."

Everything Went Black

Pale faced and obviously having trouble controlling her still-shaking hands, Mrs. Gosselin continued: "Everything sort of went black as far as I was concerned.

They told me later that I was hysterical and couldn't answer any questions last night, I But I do remember seeing Mrs. Laberge grab the baby carriage and wheel it completely off the tracks. The train crewman climbed down from the back of the freight and tried to do what he could. I ran home, and don't remember much after that."

Mrs. Laberge, who could not be reached today, was understood to be recovering satisfactorily from her minor injuries. The baby, whose mother is dead and whose father left for Korea yesterday with the Royal 22nd Regiment, was completely uninjured. It is thought that Mr. Leduc will be informed of the tragedy this morning.

Highway 35 which runs through this village was cut by CPR extra train No. 1095 which was switching cars loaded with phosphate for the Canadian Electric Reduction Company. W. E. Quinn of Montreal was engineer. Another Montreal man, L. S. MacCubbin, is brakeman.

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Argued Whether Crossing Was safe, Mrs Rheal Gunner Killed By Train

As horrified neighbor watched two Hull women argue last night near an approaching train, one of the women fell into the train's path and was instantly killed.

Mrs. Rheal Gunner, 37, of 55 St. Florent Street, Hull, was dead on arrival at Sacred Heart Hospital a few minutes after she had been hit by a CPR Ottawa-Vancouver train at the St. Henri Street crossing in Hull.

Witnesses told police that Mrs Gunner had been heatedly debating in favor of crossing the tracks, while her companion, Mrs. Jeanne Albert, 46, of 48 St. Henri Street, had been asking her not to cross until the train had passed.

Tragic Conclusion

Before the point could be settled in debate, the train's arrival brought it to a tragic conclusion.

The crew of the train was unaware of the accident, and the train did not stop.

The spectators of the fatality told police that they had seen Mrs. Albert attempt with her hands to dissuade Mrs. Gunner from taking the trip across the tracks before the train.

The accident happened at 11.17 p.m. Until after midnight, crowds of people jammed St. Henri Street and adjoining roads as they inspected the location.

Inspector J. Maxime Lavigne was in charge of the investigation.

First on the scene to investigate were Constables Emile Carpentier, Clement Carville, W. Parker, Jack Emond and Francois Cabana.

Capt. Lucien Gagnon aided Inspector Lavigne in the case.

Engineer of the train, the CPR said, was Harry Alexander of 104 Bayswater Avenue, Ottawa. W. H. Quinn of North Bay was conductor and E. Glenn of 573 Albert Street, Ottawa, was fireman.

Mrs. Gunner is survived by her husband and a son, Henry, of Hull.

**02/10/1951   Ottawa Citizen   Lachute**

**Hull Barely Misses Major Tragedy When Freight Cars Run Wild In Yard**

Four hundred crushing; tons of runaway freight cars brought! Hull shudderingly close to major disaster late yesterday afternoon

The outcome of the frightening run of 18 suddenly loosened cars through the Chaudiere Falls yards of the E. B. Eddy Company was: one man injured, three other escaped death by inches, a big tractor-trailer smashed to rubbish and a serious traffic tie-up for Hull and Ottawa.

The incident would probably have cost lives and damage, however, had it occurred scant minutes later. Lines of cars had just started the rush-hour stream into Hull and an OTC street-car was just about to move down the tracks from the Hull terminal.

Cause Unknown

There was an ominous rumble as the 18 empty freight cars on the Eddy siding slipped their brakes the cause is not yet known - and gathered speed as they moved down the grade.

They crashed at an estimated 40 miles an hour into a two-car train being moved from the yard by a diesel engine. The impact shot the train ahead and it in turn rammed a tractor-drawn trailer, hurling the tractor 15 feet and smashing the trailer to pieces. The tractor's two occupants jumped clear in time as they heard the warning collision behind them.

Lionel Tessier, engineer of the diesel was thrown against the front of his cab by the impact and now in Sacred Heart Hospital receiving treatment for shock and cuts and bruises. Brakeman Hector Fournier was unhurt.

The two tractor operators, who jumped clear, were Leo Cousineau, 11 Papineau Street, and Alfred Labelle, Maisonneuve Street.

**Moving Through Yards**

The diesel, operated by the Eddy Company to move cars within its yards, had picked up the two cars and was moving down through the yards to Eddy Street, when it was struck. The tractor was loading further down in the yard. "

We missed getting hit by inches," Cousineau told The Citizen.

"At one minute, the train was well up the track and we had a lot of time to move our equipment out of the way as it was coming down slowly. Next minute, there was a crash, and the whole thing came down on us at about forty.

The train completely blocked the Chaudiere Bridge route between Ottawa and Hull and members of both police departments worked to redirect stalled lines of traffic.

The Eddy Company immediately mobilized men from their nearby mills. More than 100 men joined to push the cars, one by one, to open the road for through traffic.

Sgt. Ernest Charron of Hull Police was in charge of the men supervising the big shift of traffic.

Gauthier's Ambulance took Tessier to hospital.

Commented one observer:

"It was fortunate that the street-car had not started down at the time and that none of the heavy traffic of cars was hit."

**10/01/1952   Ottawa Citizen   Lachute   Gatineau**

**Father And Son Injured In Train-Car Smash**

A 60-year-old man and his son were injured, when their car was wrecked in a level-crossing crash at Gatineau Mills early last night

Ostias St. Jean, 397 Gauthier Street. Gatineau Mills, is serious condition at Sacred Heart Hospital in Hull. He is suffering undetermined internal injuries, a possible fracture of the left leg, and shock.

His son, Jean Paul, 30, who was driving the car, escaped with facial injuries and shock.

Police state that the accident occurred at 7.05 p.m., when automobile was struck by Montreal-bound CPR freight train 54 (locomotive No. 2212).

Engineer F. F. Dekonick of Montreal was in charge of the engine at the time.

The southbound automobile was pushed a distance of 69 feet before the train could be brought to a stop, and was damaged beyond repair.

The two injured men were given on-the-scene first-aid treatment by Dr. Jean Lorrain, and then transported to the Hull hospital by Blais Ambulance.

Sgt. Gaston Garceau and Detective Lucien Turcot of the Quebec Provincial Police investigated the crash.

**06/02/1952   Ottawa Citizen   Lachute**

**Three Hurt At Crossing**

Three Hull city employees narrowly escaped serious injury this morning about 9.30 o'clock when their light pick-up truck was struck by a CPR train at the St. Florent Street level crossing in Hull.

Suffering from shock and abrasions are: Moise Archambault, 67, of 258 St. Redempteur Street, the driver. Albini Sylvestre, 29, of 24 Archambault Street and Aurele Seguin, 38, of St. Florent Street.

None of the three was seriously injured and only Archambault required hospital treatment. He was detained at the Sacred Heart Hospital in Hull for X-rays.

**City Truck**

The accident happened when the north-bound truck, owned by the Street Light and Fire Alarm Department of Hull was struck in the rear by the slowly-moving westbound passenger train, bound for Brockville. On.

About \$500 damage was caused to the truck. The train engineer was A Rowd of Kemptville. The conductor was J W Ware of 151 Primrose Street, Ottawa. The train continued on its way after a brief halt. Constables Clement Courville and Falcon Marcell of the Hull police investigated.

**16/06/1952   Ottawa Citizen   Lachute   Hull Beemer**

**Man Killed In Hull By Train**

Adelard Manthe, 59, of no fixed address, was killed instantly early Sunday morning, when he was struck by the CPR Vancouver train near Hull (Beemer) Station.

According to police, Manthe was sitting on a platform almost on a level with the tracks and beside the rails, when the passenger train came along and struck him.

The man fell under the train and was dead by the time engineer H. Beadoin of 23 Lowrey Street reached him after stopping the train.

Police are looking for a second man, evidently in Manthe's company, who was seen running away from the scene of the fatal accident shortly after it happened.

He did not stop or return although the engineer shouted after him.

## Three Killed, Four Hurt in Crash

Canadian Press MONTREAL A level-crossing accident near Lachute, Que., 40 miles west of here, yesterday took the lives of three persons and left four others in serious condition.

The accident occurred five miles north of Lachute when a Canadian Pacific Railway Montreal-Ottawa train struck an automobile in which the victims were riding.

Killed outright were Zotique Derouin, 68, Grenville, Que., his 70-year-old wife, Marie, and five-year-old Michellne Derouin, St. Philippe d'Argenteuil, Que. Injured Were

Wilfrid Derouin, 34, St. Philippe, Michellne's father and driver, of the car, suffered from a fractured skull and internal injuries. His six-year-old son, Denis, suffering from a broken leg and facial cuts.

Antoine Derouin, 21, Zotique's son, suffered from a fractured skull.

And his 17-year-old sister, Cecile, suffering from a double fracture of the jaw and throat hemorrhage.

Police said Wilfrid Derouin was driving his uncle and the latter's family to the station to catch a train to Montreal and apparently failed to see or hear the approaching Ottawa-bound train.

A coroner's inquest was opened into the deaths and adjourned pending recovery of the injured.

A railway spokesman said the train carried the car 435 feet after striking it at Staynerville, five miles north of Lachute. The train was delayed almost an hour and a half.

## Train Crew

The train was in charge of Engineer Charles Paterson, of 542 Parkdale Avenue, Ottawa and Conductor H. Desjardins of Montreal.

The accident delayed the train, which carried a number of Ottawans, for an hour and 28 minutes. Scheduled to arrive in Ottawa at 1.05 p.m. the train did not pull into Union Station until 2.33 p.m.

17/03/1953 *Ottawa Citizen**Lachute**Gatineau*

## Car Crashes Train, 2 Hurt At Gatineau

Two persons were injured when the car in which they were riding crashed into a stationary freight train at the Gatineau level crossing at 7.50 o'clock last evening.

The two injured, who were treated by Dr. Paul Vachon, of Gatineau, and were able to go to their homes were: Albert Scantland, 40 St. James Street, Hull, driver of the car, who suffered head injuries and Mrs. Lucille Preseault, of 42 Laval Street, Hull, who suffered a nervous shock.

The accident was investigated by Chief Elzear Plouffe, of Gatineau, who stated the train, in charge of Engineer W. E. Quin, was stopped at the crossing when the car skidded into it. The car was damaged to the extent of \$100.

03/10/1953 *Ottawa Citizen**Lachute**Papineauville*

## Train Kills City Fruit Merchant

Crushed in the cab of his fruit and vegetable truck when speeding passenger train crashed into it near Papineauville last evening, Lucien Lebeau, 37, of 357 Nelson Street suffered fatal injuries.

He died 20 minutes after the grim accident on Highway No. 8, shortly after Dr. Marcel Menard of Montebello arrived on the scene.

Constable Emile Picard of the Quebec Provincial Police said that the truck was so badly smashed that no piece of it weighed more than 100 pounds. Was Ottawa-bound

The accident victim, a fruit and vegetable wholesaler, was Ottawa-bound when his truck arrived at the tracks, along which a Montreal - Ottawa passenger train was travelling towards Papineauville, three-quarters of a mile away.

The train fireman, L. P. Lemire of 4448 St. Andre Street, Montreal, said the truck seemed to be zig-zagging along the highway as it approached the crossing. Police believe the truck was out of control.

The speeding train could not be stopped in time. It travelled 1,100 feet after the brakes were applied.

Hector Carriere and Charles Patterson, both of Montreal, were the conductor and engineer, respectively, of the train.

Coroner Dr. Lucien Bourgeault of St. Andre Avellan viewed the body at the accident scene. An inquest will be held next Tuesday in the Papineauville town hall.

29/01/1954 *Ottawa Citizen**Lachute**Fassett*

## Car Crushed By Train

FASSETT's Special 1-Scant seconds before his car was struck by a train, Gerard Tourangeau, 27, of Montebello, jumped to safety and his car was demolished behind him.

Last night, Tourangeau, driving along the highway and approaching the Fassett railway crossing, saw that the Montreal-Ottawa train was approaching but thought he had sufficient time to make the crossing safely.

But his car stalled on the tracks and he was forced to leap for life. The train engine crashed into the car destroying it.

The accident was investigated by Traffic Officer Emile Desroeurs.

21/04/1954 *Ottawa Citizen**Lachute**Masson*

## Wife, Son Killed By Freight Train

By CP and Staff

A pale, red-eyed soldier, grieving over the death of his wife and son in a railway accident at Masson Thursday, was plucked from a Korea-bound transport ship far out in the heaving Pacific last night and today is bound for home from Seattle.

Corporal Fernand Leduc will return to his home village in time to attend the funeral of his 35-year-old wife and four-year-old son Maurice, crushed by a freight train as they were out for an evening stroll with two neighboring women. He will arrive Sunday evening. The funeral takes place in Buckingham. Monday morning.

Only the fact that baby Elizabeth and son Jean remain alive will help assuage the young Canadian soldier's grief. The baby was being pushed in her carriage by the mother when the latter was killed.

30/06/1954 *Ottawa Citizen**Lachute**Masson*

## Train Kills J. K. Sloan

Joseph Kenneth Sloan, of Ottawa, was killed by a freight train on the CPR tracks near Masson late last night, he was brother of Tod Sloan, hockey star with the Toronto Maple Leafs.

Sloan's badly dismembered body was found on the tracks about 11.45 last night. Police said it had been dragged about 30 feet along the rails by the Montreal-bound train.

Rene Demers, brakeman on the freight, said he saw Sloan apparently asleep on the tracks only seconds before the accident. He applied the brakes but to no avail.

The engine and five cars rolled over the body before the train was brought to a halt. Conductor of the train was Henri Marois of Montreal.

A native of Timmins, but for some years a casual resident of Ottawa, Sloan was last seen by his brother Leo Sloan, 1118 Belanger Street, early yesterday afternoon.

Inquest Unlikely

Coroner Dr. Jean Lorrain of Ste. Rose de Lima was called to the scene and after viewing the body said an inquest was unlikely.

## Two Thurso Men Killed in Crash

An Inquest will be held into the death of two Thurso men, killed early Saturday afternoon when the truck in which they were riding collided with a CPR freight train at a level crossing near the center of town.

Coroner Dr. Lucien Bourgeault of St. Andre Avellin said the inquest would be delayed until a third passenger was released from hospital.

Dead are: Donat Turpin, 42, and Emmanuel Lafrance, 26, both employes of the Thurso Municipality, Marcel Levert is in St. Michael Hospital, Buckingham, suffering from a broken left leg, a broken shoulder and possible internal injuries.

Driver of the truck, Henri Dube, 34, jumped out of the vehicle seconds before the collision. He was shaken but not hurt. The accident occurred only about 100 yards from Dube's home and was witnessed by his horrified wife. Thurso is about 26 miles northeast of Ottawa.

All four men were in the cab of the truck and had just left Dube's home.

Slid After Brakes Wesr Applied

Dube told The Citizen:

"We were just going up the slope toward the tracks when I spotted the freight train on my left. I slammed on the brakes but nothing happened. The truck just kept on sliding forward.

"I yelled to the fellows: 'Jump.'

As I said that I opened the door on my side of the cab and jumped out. I don't remember any thing else."

Mrs. Dube took on from there.

She was near her living room window when she heard the screeching brakes of the train. As she looked out the window, she saw the engine plow into the right hand side of the truck, throwing the three-ton vehicle several feet off the track.

"I rushed down to the scene and I saw one man lying face down on the platform (near the Thurso station) and another one in the snow. Then I found Henri."

Part of the wreckage was dragged more than 250 feet down the track.

CPR officials reported the train was a freight bound for Montreal and that the accident caused no serious delay in rail traffic.

Const. Hector Mougeot of the Quebec Provincial Police and Det. Conrad Bourgeois investigated the accident.

Mr. Turpin was a native of Thurso, where he was a fireman on the volunteer fire brigade. He was married to the former Florida St. Jean, who survives.

## Caption to pictures

Two Died, Two Escaped Tragedy struck at a level crossing in Thurso Saturday afternoon when two men were killed as the truck in which they were riding collided with a freight train near center town. Donat Turpin, 42, and Emmanuel Lafrance, 26, died instantly in the crash. Marcel Levert was seriously injured and is now in St. Michael's Hospital, Buckingham. Henri Dune, 34, driver of the truck, managed to jump out of the-cab before the collision. All were residents of Thurso, 25 miles northeast of Ottawa.

Thurso Death Scene A new blanket of snow covers the level crossing where two Thurso men were killed in a train-truck collision Saturday afternoon. A gate near the crossing was torn down when the truck was thrown, off the track. A local resident stands on the spot where the heavy vehicle landed. Part of the wreckage was dragged another 250 feet by the train. Photo by Newton

## Train-Truck Crash Claims Third Victim

The death toll of a train-truck collision at a Thurso level crossing last Dec. 4 was raised to three with the death last night of Marcel Levert, 33, an employe of the municipality of Thurso.

Levert died in Buckingham hospital from injuries received; when the truck in which he was driving plowed into a Montreal - bound train at 1.30 Saturday afternoon. Dec. 4.

Two other companions, Emmanuc! Lafrance and Donat Turpin, were killed almost instantly in the crash. Henri Dube, driver of the ill-fated truck, managed to jump out of the cab seconds before the collision.

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## Inquest Finds Triple Death Was Accident

THURSO (Special) A coroner's jury last night ruled that three men, killed in a train-truck collision here Dec. 4, died through accidental causes.

Donat Turpin and Emmanuel Lafrance were killed instantly and Marcel Levert died in hospital two weeks after the mid afternoon collision.

Henri Dube, driver of the Thurso Corporation truck, was one of the six witnesses at the inquest. He said he spotted the oncoming train about 25 feet away from the tracks and slammed on his brakes. But the truck skidded along the icy pavement and crashed into the Ottawa-bound freight.

Dube jumped out of the cab seconds before the collision. CPR employes on the train said the freight was travelling about 15 miles an hour, its whistles blowing and a bell ringing as it approached the level-crossing.

## Train Tears Cab Loose, Trucker Safe Inside

Roland Rodier, 38, of 440 McKay Street, Ottawa, escaped injury when his heavily-laden cement truck was in collision with a freight train at the CPR crossing on Montclair Street, Hull, at 11.50 a.m. today.

The body of the truck, carrying 15 tons of loose cement, was carried 300 feet along the right-of-way but the cab and chassis with Rodier Inside was torn free and left only a few feet from the scene of the crash,

Shaken Up

The driver was shaken up badly but was able to remain at the scene to describe the accident to investigating Hull police,

He told them he had loaded at the Canada Cement Company's plant to the east of Montclair Street and then driven out to the main road. Turning right onto Montclair he failed to notice the south-bound train.

No Time To Jump

He had no time to jump and stayed in the cab while it was torn loose and thrown to the side of the tracks. The truck, owned by Dominion Building Materials Limited, was a total loss.

Conductor in charge of the freight train was Emilien Perrault of 3739 Foucher Street, Montreal. Investigating the crash were Hull Detectives George Dompierre and Jacques Charron and Constable Laurier Leclair.

29/01/1955 Ottawa Citizen

Lachute

Papineauville

Truck Skids Into Train

PAPINEAUVILLE (Special) Roger Gravelle, of Montreal, had a close brush with death at 1 a.m. today when his truck crashed into the side of a freight locomotive at a level crossing on Highway No. 8 near here.

The truck was demolished, but Gravelle escaped with minor cuts and bruises and a severe shaking up. He was thrown clear in the impact, and landed in a snowbank near the tracks.

Provincial Traffic Constable Rene Cadieux, who investigated, said that he believed Gravelle's truck had skidded on the icy pavement when the driver applied his brakes on approaching the level crossing.

06/05/1955 Ottawa Citizen

Lachute

Hull West

Ottawan Is Killed By Train

Warren Miles, 62, of 112 Irving Avenue, yard foreman at Hull West Station, died from injuries sustained shortly after 11.50 this morning.

Miles was struck by a backing shunting engine. He was rushed to Sacred Heart Hospital by an Emond ambulance but was pronounced dead on arrival.

Constables Jean Louis Lacroix and Jacques Emond investigated.

02/08/1955 Ottawa Citizen

Lachute

Gatineau

Five Die In Gatineau's Worst Level Crossing Smash. Locomotive Hurls Car In Air Like Cardboard Box

In one of the worst level crossing tragedies on record in this area, five persons were killed near Gatineau Sunday night when the North Shore CPR Montreal-Ottawa passenger train demolished an Ottawa taxi cab.

The Dead

Emile Leveille, 38, of 33 Murray Street, manager of the Victoria Hotel, 34 Murray.

Alexandre Lozier, 28-year-old driver with the Sandy Hill Taxi, who was driving the 1955 model sedan.

Joseph Tremblay, 30, of Lake St. John. Que.

Mrs. Roland Regimbald, 27, of 55 Booth Street. Hull.

Mrs. Lucien Normand, 43, of 43 Booth Street. Hull.

All five of the victims died instantly in the crash which hurled the car a distance of 60 feet, and scattered all of the bodies along the right-of-way, save that of Mrs. Normand who was pinned in the wreckage.

The crossing where the multiple tragedy occurred is on the Talon Road, about 100 yards north of Highway No. 8, and approximately one mile west of Gatineau. Into Path Of Train

The taxi, travelling west on Highway No. 8, had turned north into the Talon Road, and drove directly into the path of the speeding passenger train which was due in Ottawa at 10 p.m.

Donat Thomas and Roland Quesnel, whose homes are located just north of the open crossing, were eye-witnesses to the crash.

They told The Citizen that they saw and heard the train approaching the crossing just as they caught sight of the auto coming from towards the main highway.

The locomotive's whistle was blowing loudly and the bell was ringing, both men said.

Thomas stated: "The car made no attempt to stop until it was right on the crossing, then I saw the front of the car sag as the driver jammed on his brakes. A second later the locomotive plowed into the car and it was thrown through the air like a big cardboard box.

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The engineer of the train was Charles Murphy, of 138 Breezehill Avenue, and the fireman was Arnold Pesron, of 591 Churchill Avenue. The train was in charge of Conductor A. Fortin, of Montreal.

The engineer applied his brakes when he saw that an accident was inevitable, but the train could not be brought to a stop before it had travelled on a quarter of a mile. It left Montreal at 5.45 p.m. (D.S.T.) Sunday and was due to arrive at Union Station here at 10 p.m. It was delayed more than an hour due to the crash.

Inquest Opened

An Inquest was opened by Coroner ..Dr. Jean Laurin at Emond's at 5 o'clock yesterday afternoon and was adjourned indefinitely pending completion of the police investigation.

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10/09/1955 Ottawa Citizen

Lachute

Escapes Unhurt When His Truck Upset By Train

A collision between a truck and a train Friday afternoon in Hull resulted in no injury to the trucker and little damage to his vehicle, which was toppled on its side.

The truck, driven by Rene Pelletier, 45, of Gatineau Point, was crossing the tracks across the side road leading from the claypit of the Canada Cement Company.

It was struck by a CPR freight which was travelling slowly. Conductor of the train was J. A. Brabant, Montreal, and R. Lamothe, Montreal, was engineer.

The impact threw the truck off the track onto its side. Pelletier, who got out by climbing across the cab to open the opposite door, was unhurt except for a shaking-up.

21/12/1955 Ottawa Citizen

Lachute

Thurso

Train Wrecks Truck Of Pulp

THURSO, Que. (Special) Arthur Labelle, of R.R. No. 2, Thurso, escaped with a shaking up when his truck loaded with pulpwood was smashed by a Montreal-to-Ottawa CPR passenger train at noon Tuesday. The train was held up about half an hour while the wrecked truck and spilled pulpwood were removed from the track.

27/02/1956 Ottawa Citizen

Lachute

Gatineau

CPR CABOOSE GETS LOOSE IN BIG WIND

Most children these days are familiar with the pictorial story of the runaway caboose.

Well Saturday over Gatineau way a CPR caboose -with an assist from the high winds DID run away and went two miles down the line before coming to a halt.

The caboose, parked on a siding at Gatineau, was caught by the winds, moved over a switch to the main line and started rolling east. A switcher was sent after it. CPR local No. 424, Ottawa to Montreal, which was just pulling into Gatineau when the caboose took off on its own, was delayed 50 minutes. No other trains were affected.

13/11/1956 Ottawa Citizen

Lachute

Hull

Fatal level Crossing crash

Emile Lachaine, 55-year-old Gatineau contractor, died instantly, and his nephew, Robert Demors, 16, was injured when their light truck was struck by a CPR passenger train at the St Henri Street crossing in Hull this morning. This photo was taken just after the two victims were removed from the wrecked truck.

06/12/1956 Ottawa Citizen

Lachute

Freight Car Is Derailed

The CPR's north shore passenger train from Montreal due at Union Station at 1.20 this afternoon, was delayed 40 minutes by a derailment.

One car of a small, local freight train jumped the track a few miles east of Buckingham, causing the temporary delay in traffic. None of the train crew was injured and damage was reported to be minor.



08/02/1957

Ottawa Citizen

Lachute

Montebello

\$100,000 Collision Injures 9

MONTEBELLO (Staff) A CPR freight train rammed the rear of an Ottawa bound passenger train here last night, resulting in minor injuries to nine persons and causing more than \$100,000 damage.

The last car of the train - apparently pulling out of the local station when the freight extra overtook it - was partially derailed and heavy damage caused to the underparts of five cars.

Major Damage

A CPR official at the scene this morning said that damage would exceed \$100,000. Broken undercarriages, couplings and other connections comprised the major part of the loss. All cars stayed upright.

The accident occurred in front of the railway station about 7.30 p.m. as the train No. 423, on the regular Montreal - Ottawa North Shore run - was pulling out for Ottawa.

The tracks were cleared over night and the passengers conveyed to Ottawa and other points by taxi. The train leaving Ottawa for Montreal at 8.45 a.m. today was not affected.

All of the injured were treated for bruises, lacerations and other minor injuries at the scene of the accident. It was believed that none of them required hospitalization. Dr. Marcel Menard and Roger Champagne treated the injured. Assisting with the details of arranging for alternative transportation were the station master, Raoul Lefebvre, and his assistant Gilles Gignac.

Cook Thrown

Dr. Menard said that the most severely injured was the parlor car cook, Rolland Hudon, of Montreal, who "went flying across the kitchen" when the freight train struck.

Company officials also listed these people among the injured

Passengers - Aurele Brazeau and Allen Collin, both of Gatineau, Miss A. Langlois, of St Andre Avelin, and Mrs. Eugene Carriere.

Crew members Conductor W. C. Hicks, of Montreal; Trainman Robert Chalifoux, of Laval des Rapides, Que.; Express Messenger Paul Renaud, of Rosemount, Que.; and Parlor Car Conductor Jacques St Jacques, of Montreal.

11/04/1957

Ottawa Citizen

Lachute

Gatineau Mills

Hit By Train Car Wrecked Driver Unhurt

Auguste Bartonile, 383 Char-ette Street Gatineau Mills escaped serious injury last night when his car collided with a CPR freight train in Gatineau Mills.

Driving alone in his car at the time of the mishap, Mr. Bartonile collided with the train at the Main Street crossing. His car was carried 100 feet before the train stopped.

The car was heavily damaged. Const Gaston Lavergne of the Gatineau Police Department investigated the accident

27/09/1957

Ottawa Citizen

Lachute

Masson

FATAL CRASH AT MASSON

Aldoma Beaulne, 53-year-old father of 10 children, and an employe of the Town of Buckingham, died instantly when a speeding North Shore CPR train crashed into an auto a half mile west of Masson this morning. Roger Lemleux, 38, of Buckingham, driver of the car, is in critical condition. This tangled mass of wreckage was all that remained of the late-model car following the mishap. . Photo by Newton

29/10/1957

Ottawa Citizen

Lachute

Hull

Driver Jumps When Train Smashes Car

A Gatineau Point resident narrowly escaped serious injuries this morning when he jumped from an automobile seconds before it was struck by a train at a crossing in Hull.

Arthur Laurin, 46, of Michaud Street, Gatineau Point, was driving an auto over the tracks shortly after 10 a.m., when he noticed the CPR Ottawa-Montreal train a few feet away. The train, which was just pulling in to Beemcr Station near St. Redempteur Street, was proceeding slowly. Laurin jumped to safety before the accident occurred. The auto, owned by Jean Paul Joannis, of 31 Graham Street, Hull, was heavily damaged.

Hull Constables James Hall and Gaetan LeGuerrier investigated.

03/03/1958

Ottawa Citizen

Lachute

Masson

Five teenagers injured as car smashes train.

A 19-year-old Ottawa youth was seriously injured when a car carrying five teen-age people from Ottawa slammed into a train at Masson shortly after midnight Saturday (1 March)

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Crew of CPR engine No. 2609 was engineer L. Hamel, 1012 Church Street, St. Martin, Que.: fireman Gerard Vachon, 202 Carruthers Avenue, Ottawa and conductor G.O. Racicot, 966 Champagna Street, St. Vincent de Paul, Que.

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From Bruce Chapman. Got out the oldest Ottawa West shop dispatch book, which started April 19th, 1958, and 2609 is nowhere to be seen. This March 3rd, 1958, may have been its swan song for Ottawa.

03/04/1958

Ottawa Journal

Lachute

Wamo

CPR Mainline Blocked Overnight At Hull

Two cars of a long freight train overturned, spilling iron ore along the right-of-way in a derailment on the CPR main line near the Quebec entrance to the Prince of Wales Bridge at 8.45 o'clock last night. The train was turning on to the main line from the Pontiac.

The CPR said three trains, the Brockville-Ottawa, the transcontinental and the Montreal-Sudbury, were re-routed but the line was cleared for eastbound transcontinental traffic this morning.

No one was injured in the derailment which still is being probed by CPR investigators.

03/04/1958

Ottawa Citizen

Lachute

WAMO

Caption to Picture

CARS DERAILED NEAR HULL

Two cars of a CPR train headed for Hamilton and United States points jumped the rails last night and spilled over an embankment at the Quebec side of the Prince of Wales railway bridge. No one was injured in the mishap that ripped up ties and spread tons of gravel and iron ore over the right-of-way for 50 yards.

The two overturned cars, a gondola and an empty freight car, blocked the main Montreal - Ottawa line. Three passenger trains had to be re-routed via Hurdman's Bridge and Eiwood. The line was cleared at 3.50 a.m., and the last car re-railed at 8.30 a.m. so that the line was clear for the eastbound trans-continental train this morning. The cause of the accident is being investigated. Photo by Newton

08/05/1958 Ottawa Citizen

Lachute

Hull

Backing CPR Freight Kills 12-Year-Old Boy

A Hull boy died last night after a freight train rolled over his body when he fell on a CPR siding leading to the E. B. Eddy Company's yard near Taohe Boulevard. Robert Lacasse, 12, son of Mr. and Mrs. Charles L. Lacasse of 23 Scott Street, was playing with one of his brothers and several other boys at the time. Hull police said they did not know just what the boys were doing on the right of way and they would continue their investigation. Police said the train was travelling about four or five miles an hour at the time of the accident. It was the 17th car of the train that passed over the child. Coroner Dr. Gerald Brisson said he had made no decision as yet on an inquest. The body is at the Emond Funeral Home. Police repeated a warning that this area, called "Rock Cut", an isolated piece of land on private railroad property, is posted against trespassers.

Train Backing Up

The train was backing in an easterly direction into the yards when the accident occurred at the rear of 43 Miller Street. Engineer of the switching train was Albert Wilson of 468 Clarence Street.

Playing In Yards

The dead boy's sister, Nicole, 14, said she thought the boys had been playing cowboys and Indians on the railway line. Robert apparently tripped on a track as he ran across the rails, police said, and fell to the rails as the train passed over him, severing a leg. He died while being rushed to Sacred Heart Hospital by Emond Ambulance Service.

04/10/1958 Ottawa Citizen

Lachute

Gatineau

Couple, Child Unhurt As Train Hits Auto

A Gatineau Point couple and their 15-month-old son escaped serious injury Friday afternoon when their small English car was struck by a slow-moving freight train at the CPR crossing on Highway No. 8 in Gatineau.

Treated for minor injuries at Notre Dame Hospital, Gatineau, were Mrs. Jacques Beausoleil, 22, of 5A Aime Street, and her small son Denis. Gatineau Police Chief Elzear Plouffe said Mrs. Beausoleil's husband, driver of the westbound car, failed to notice the train. Mr. Beausoleil was unhurt. The car was carried some 300 feet along the track by the impact, and crowbars had to be used to extricate Mrs. Beausoleil and her son. The chief said a watchman was holding a stop sign at the crossing and automatic signals were also functioning there at the time of the accident. Chief Plouffe drove the injured to hospital, where they were treated by Dr. Bernard Desrosiers.

17/12/1958 Ottawa Citizen

Lachute

Papineauville

Man Critical After Train, Truck Crash

PAPINEAUVILLE, Que. 'Special A 41-year-old poultry dealer is in critical condition in a Buckingham hospital following a train-truck crash at the eastern limits of this town Tuesday.

Henri Cleroux of Papineauville had just left home en route to Montreal in his 1958 pick-up truck when his vehicle was struck by a CNR [sic] dayliner train bound from Montreal to Ottawa.

06/07/1959 Ottawa Citizen

Lachute

Boy injured in fall off trestle.

A Hull boy is in serious condition after falling 280 feet onto a railway line Sunday afternoon.

Michael Ross, 10, of 160 Dumas Street, Hull was riding his bicycle across the CPR trestle near the Canada Cement Company plant when he fell off the bike, over the side of the trestle and landed on the railway line to Maniwaki that runs beneath the trestle.

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29/02/1960 Ottawa Citizen

Lachute

Car Struck By Train, 2 Escape

A young Ottawa couple escaped injury when their car was damaged, by an Ottawa-bound CPR train near Lachute, Que., about 7.20 p.m. Sunday.

Driver Pierre Limoges, 21, of 20 Pansy Avenue, brought his car to a stop as the dayliner approached, but it skidded onto the tracks. Attempting to push it back, he leaped clear as the train struck the right front end. His wife, Stella, 23, who was in the car, was not hurt. Damage to the car was estimated at more than \$500.

07/03/1960 Ottawa Citizen

Lachute

Point au Chene

Hidden By Snow

Ottawa-Montreal Train Hits Car, Four Perish

POINTE AU CHENE (Special) Four persons were killed and four injured in a level-crossing accident shortly after 8 p.m. Sunday on the Hull-Montreal highway near this community 60 miles east of Hull. All victims were from Montreal.

Sgt. Det. Ralph Allen of Lachute told The Citizen today that investigation has not yet been completed and police could not ascertain at the moment who was the driver of the car.

The automobile with eight passengers was proceeding toward Montreal; the CPR- passenger train was going from Montreal to Ottawa. ;

Dead are Louis Charbonneau, about 45, Francois Caya, Mrs. Albeftine Caya, and Mrs. A. Monette, all of Montreal.

Seriously Hurt

The most seriously injured is a five-year-old boy, Ghislain Caya, who is in serious condition at St. Michael's Hospital, Buckingham, where he was taken after receiving first aid from Dr. Louis Biron of Montebello.

The three other injured persons, who were able to return home after receiving treatment at the Hawkesbury Clinic, are Mrs. Lea Caya, Wilfrid Charbonneau and Rejean Savignac, all of Montreal.

The bodies were taken to a Lachute funeral parlor.

Inquest Opened

An Inquest was opened today and adjourned indefinitely pending complete police investigation. Besides Sgt. Det. Allen, other officers on the scene included Lt. Gerard Vermette and Officer Fernand Ipperciel of the Buckingham QPP detachment and Sgt. Roger Massie and Officer Groise of the QPP at Lachute.

Police said a high snowbank apparently hid the approaching train - made up of self-propelled passenger cars - from the occupants of the car.

The train was travelling at high speed when it hit the car, which had slowed for the crossing, and took nearly 1,000 yards to stop.

The head car of the train was slightly damaged and the train was delayed for 55 minutes.

## Two Killed In Train, Car Crash

POINTE AU CHENE (Special) Two men were killed when their car was struck by a CPR passenger train at a level-crossing here Monday night.

Dead are: Charles L'Ecuyer, 46, and Anatol Laflamme, 46, both of L'Orignal, Ont. Pointe Au Chene is located 55 miles east of Ottawa and L'Orignal 15 miles west of Hawkesbury.

The vehicle struck the engine of the train and was dragged 300 feet before the train was able to stop. A crane was brought in from Montreal to pull the car from beneath the engine.

Investigating Quebec Provincial Police said the train, bound for Montreal from Ottawa on the north shore of the Ottawa River, was held up for nearly three hours. No one on the train was injured.

Visibility was clear when the accident occurred at 6.39 p.m. and the train was reported to have been moving at about 60 miles an hour.

Mr. L'Ecuyer was married and was the father of three children. He was employed as a laborer at L'Orignal.

Mr. Laflamme worked as a milkman at L'Orignal. He leaves his wife and one child.

## Driver Hurt As Truck Hits Train

Marcel Cousineau, 30, of 12 Champlain Street, Gatineau Point, escaped serious injury when his delivery truck crashed into a freight train at Gatineau Point yesterday at noon. He suffered shock and minor injuries.

Mr. Cousineau, who is employed as a driver for the Cote IGA Store, told police he applied his brakes when he saw the train approaching, but it was too late. His truck crashed into the fourth rail car and then landed in a ditch.

Mr. Cousineau was rushed to Sacred Heart Hospital in Hull in the police car. His condition is not serious. The truck was badly damaged.

## One Hurt When Train Hits Car

One man was injured and two others escaped unhurt when an automobile was struck by a Montreal-bound CPR dayliner at the Main Street crossing in Gatineau at 1.52 p.m. Saturday.

Rheal Leear, 29, of 296 St. Andre Street, Gatineau, suffered head and leg injuries, but authorities at Notre Dame Hospital said on Sunday that his condition was not serious.

Includes a picture of the wreck with CPR Dayliner #9104.

2 killed in train-car collision.

A level crossing crash near gatineau took the lives of twomen at 1.15 p.m. yesterday.

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-- a sedan owned and driven by Orville Prudhomme was struck by a CPR Montreal - Ottawa train a few seconds after the motor vehicle turned off the highway at the Payment Road crossing.

There is a clear view for more than a mile both up and down the railway right-of-way at that point and eye witnesses and members of the train crew were unable to offer a guess as to how the car's occupants failed to notice the fast-moving dayliner. The crossing is unprotected by signals, and has been the scene of previous similar mishaps.

The auto, wedged into the front of the diesel locomotive was carried for more than a half-mile west of the crossing.

The body of Orville Prudhomme was hurled out on to the right-of-way some 300 feet from the point of impact, and the body of Mr. McGovern was jammed into the wreckage of the car's front seat. The vehicle was demolished.

The train was in charge of Conductor Stanislas Gravelle, 6226 Clarke Street, Montreal, and the engineer was Harry Day, 80, of 26 St. Catharine Street, Longueuil. The engineer said he saw the car just as it moved onto the tracks directly into the path of his locomotive. He applied the emergency brakes, but it was impossible to halt the train.

A level crossing crash near Gatineau took the lives of two men at 1.15 p.m. yesterday, bringing the 24-hour total of violent deaths in the Hull area to four. There have been 44 deaths in the Ottawa -Hull district since January 1.

## The Dead

Thomas McGovern, 56, of 38 Cypress Street, Gatineau, an employe of the Canadian International Paper Company.

Orville Prudhomme, 27, of R.R. 1, Gatineau, a farm hand on the farm of James Horan at Quinville.

When their car went out of control on the Aylmer Road near Connaught Park Raceway at 2 a.m. Friday, two Ottawa men were killed instantly.

## Struck By Train

In the Gatineau tragedy, a sedan owned and driven by Orville Prudhomme was struck by a CPR Montreal -Ottawa train a few seconds after the motor vehicle turned off the highway at the Payment Road crossing.

There is a clear view for more than a mile both up and down the railway right-of-way at that point, and eye-witnesses and members of the train crew were unable to offer a guess as to how the car's occupants failed to notice the fast-moving dayliner. The crossing is unprotected by signals, and has been the scene of previous similar mishaps.

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Raoul Touchette, of 124 Vercheres Street, Gatineau, and Mrs. Ian McLean, of The Seignior Club, Montebello, were passing in cars at the time, and both saw the Prudhomme auto as it turned north from Highway No. 8.

They said the car continued onto the crossing without slowing, its occupants apparently unaware of the approaching train.

Coroner Dr. Jean Lorrain, of Ste. Rose de Lima, opened, an inquest, but adjourned the hearing pending completion of the police investigation.

**10/06/1961 Ottawa Citizen**

**Lachute**

**Hull**

**Youngster Had Plenty Of Time To Avoid Engine**

By Wilf Bell Citizen Staff Writer

A railway overpass used as a thoroughfare almost became death trap for a nine-year-old Hull boy yesterday.

Daniel Belair, son of Mr. and Mrs. Gerard Belair of 152 St. Laurent Street, is in Sacred Heart Hospital in serious condition after being struck by a CPR diesel engine on the Laval Street overpass.

The boy, with two companions, was walking along the tracks. Although the Belair child apparently saw the train in time to get off the tracks, he misjudged the distance and was struck on the right side of the face by the left front of the engine.

The boy's parents said he had left for Gauvin School. But instead he went to the tracks to play.

"He had never gone down to the tracks before," said Daniel's distressed father. "He was always warned to be careful."

Playing along the tracks with him at the time were Louis Phillippe Roy, seven-year-old, son of Mr. and Mrs. Remi Roy of 153. Laval Street, and Richard Cabana, nine-year-old son of Mr. and Mrs. Francois Cabana of 576 Florent Street.

'Attracted to the Train'

Engineer George Lallier of 6589 De La Roche Street, Montreal, said he saw the boys but thought they were clear of the train. He said he blew the whistle but the child "seemed attracted" to the train.

Mr. Lallier told police he was travelling at eight miles an hour at the time. Police said the train stopped 410 feet farther down the track.

The Belair boy was thrown 15 feet by the impact. He lay head down on the sloping bank of the approaches to the overpass in the trough of a narrow footpath.

Wilfrid Dompierre, who lives at nearby 142 Laval St., said he saw the train slow down as it crossed the overpass.

"I knew something must have happened," he said. "I had seen children playing on the tracks, but didn't see the accident."

Mr. Dompierre said when he arrived at the scene, the child was still lying beside the track. He said a number of years ago a child had been killed by a train at the same spot.

Mrs. Juliette Gunner of 42 St. Helene St. said she had seen the three little boys minutes before "pushing each other on the The Train track" as they passed her house. She said the track is often used by both children and adults as a short cut.

Benjamin Nagy, who operates a garage next to the overpass, said he had seen as many as "10 youngsters on the overpass at one time."

"There's a playground just up the street," he said "but they seem to prefer the railroad track."

**07/11/1961 Ottawa Citizen**

**Lachute**

**Angers**

**Trucker Killed at Level Crossing**

A truck driver was killed by CPR train this morning at a level crossing north of Angers, Que.

QPP Detective Lucien Joyal of the Buckingham detachment is investigating. District Coroner Dr. Jean Lorrain was notified.

The truck was from a Ste. Rose de Lima bakery. The truck was pushed about 800 feet down the tracks from the crossing, while the body of the driver was found 100 feet west of the crossing, where it had been thrown in the crash.

The dead driver is believed to be Willard Carriere, son of the bakery owner, Albert Carriere.

**01/12/1961 Ottawa Citizen**

**Lachute**

**Hgatineau Point**

**Car Dragged By Engine, Two Escape**

Two Hull residents received minor injuries early yesterday when their car was struck by a slow moving freight train at a level crossing near Gatineau Point. The front end of the car hooked onto the engine of the train and was hauled along about 30 feet before the train came to a stop.

Clement Boulhotte, 31, of 159 Leduc St., and Gaston Boulay, 26, of 192 Dollard St., were taken to Sacred Heart Hospital in Hull and released following examination.

According to traffic officer Aime Joanis of the QPP, Buckingham detachment, the car was driven by Bouthotte, who failed to see the approaching train.

The accident occurred at about 1.40 a.m.

**22/01/1962 Ottawa Citizen**

**Lachute**

**Train Hits Truck; Hull Man Injured**

Paul Loyer, 39, of 44 Montpetit St., Hull, was seriously injured shortly before noon today when his truck was hit by a CPR freight on Leamy Lake Road a half mile east of St. Joseph Boulevard.

The victim was admitted to Sacred Heart Hospital with a severe head cut and chest injury.

Police said Loyer was driving west on Leamy Lake Road and apparently failed to notice the approaching 40-car freight train.

The truck was carried about 200 feet south of the crossing and it took several minutes to remove the victim from his demolished truck. Mr. Loyer is an employee of Canada Cement Company.

Engineer of the train was Hector Plouffe, Montreal. Conductor was Frank de Koninck, also of Montreal. Emond Ambulance took the victim to hospital.

**26/02/1962 Ottawa Citizen**

**Lachute**

**Montclair Boulevard**

**7 Escape When Auto Hit Bv Train**

Zoel Larocque of Plantagenet, his wife and five children escaped injury when their stalled car was struck by a CPR train on Hull's Montclair Boulevard Saturday night.

According to Hull Const. Gerald Sauve, who investigated, the Larocque car was proceeding west on Montclair Boulevard. Mr. Larocque failed to notice the approaching train made up of a snow plow and an engine, which was backing up.

The impact spun the car about on the slippery pavement, practically demolishing it, but all occupants escaped injury.

The train crewmen were Charles Weston and conductor Louis Lamothe, both of Ottawa.

**19/07/1962 Ottawa Citizen**

**Lachute**

**Plaisance**

**No inquest in triple fatality.**

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

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**03/10/1962 Ottawa Citizen**

**Lachute**

**Hull**

**Rail car runs over obstruction**

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

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

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

20/08/1963 *Ottawa Citizen*

*Lachute*

*Hull*

**BIG TRAIN, LITTLE CAR; TRAIN WINS**

Might is right it seems, at least when it comes to a train's right of way.

There were no "no parking" signs along the south side of Brunet Street in Hull, where a Canadian Pacific Railway track runs parallel to the roadway, so Pierre Paquin of 96 Dollard St., Hull, sidled up Monday evening with his expensive imported car.

A few minutes later, while watching a ball game a short distance away in Moussette Park, Mr. Paquin turned when he heard the grate of steel against steel and saw a freight train engine gouging the side of his car. Damage amounted to about \$1,000.

14/09/1963 *Ottawa Citizen*

*Lachute*

*Hull*

Boy, 8, tumbles beneath train.

Quick action by a trainman Friday afternoon saved the life of an eight-year-old boy who had been thrown beneath a moving passenger train.

Gilles Roy, son of Mr. and Mrs. Rene Roy of 52 St. Hyacinthe St., Hull was walking alongside the railway tracks just east of the Hull station when the tricycle he was pulling caught on one of the coaches of a passing train.

It flung him beneath a parlor car.

Allen Bernaby had been watching the boy through an open baggage car door. When he saw him disappear under the car he pulled the emergency cord.

Quick stop

The train, an Ottawa-Toronto pool train, stopped in less than a car length.

Andre Gervais, a station yardman, said the boy was "frozen stiff" when he helped lift him from under the car.

Gilles was released from the Sacred Heart Hospital last night. Apart from a good scare, he suffered only minor scratches and bruises.

20/01/1964 *Ottawa Citizen*

*Lachute*

*Templeton*

Auto skids into train, driver dead

Pierre Lafleche, 13, of 4 Seventh Ave., Ste. Rose de Lima, Que., was instantly killed Saturday afternoon when his car was struck by an Ottawa-Montreal passenger train, near Templeton.

The accident occurred at the Templeton-Ste. Rose de Lima railway crossing. The youth, alone in his car, came down the inclined roadway on the south side of the railway crossing shortly after 2 p.m. He was unable to stop because of extremely icy road conditions.

The entire front end of the car was destroyed by the impact with the train engine.

Dr. Jean Lorrain, district coroner, viewed the body shortly after it was removed from the car wreckage. Templeton Police Chief Rhea) Sanscartier investigated.

28/08/1964 *Ottawa Citizen*

*Lachute*

Man unhurt after crash at crossing

A 37-year-old Aylmer truck driver when a diesel engine and caboose slammed into his cement mfrctr at a level crossing on the Leamy Lake Road.

Police said Real Perrier, of 78 Notre Dame St., was driving west near the Canada Cement Co. plant when the accident occurred about 5 p.m. The truck was passing over the crossing when its rear end was struck by the southbound engine.

The truck was tipped over and heavily damaged but the driver's cab escaped the impact. The train engineer was Stuart Gilchrist of 15 Oxford St., Ottawa.

10/09/1964 *Ottawa Citizen*

*Lachute*

*Masson*

Caught in train suction, girl injured

A three-year-old Masson girl was still unconscious in the Civic Hospital this morning following an emergency operation Wednesday night for undetermined head injuries received when blown over by the suction from a speeding train.

The girl, Jacqueline Bedard, daughter of Mr. and Mrs. Edgar Bedard, had been transferred to Ottawa from St. Michael's Hospital at Buckingham. Her condition was reported as fair.

Jacqueline, one of 14 children, had been following her father along the railroad tracks as he went to pick up Mrs. Bedard.

Henry Day of Longueuil, Que., engineer of the Ottawa-Montreal dayliner, said he was positive the train did not strike the girl. But he said that he saw her fall over as the train passed her by. He immediately stopped.

Other witnesses said the girl got up, walked about 40 feet, then fell over unconscious. The accident happened just east of the Buckingham Road level crossing about 6.30 p.m.

Mr. Bedard, a former town laborer and just recently released from hospital following a back injury, has been unemployed for two weeks.

21/10/1964 *Ottawa Citizen*

*Lachute*

Postponement on train cuts

The CPR's proposed elimination of trains 132-133-137-138 between Montreal and Ottawa has been deferred.

The Board of Transport Commissioners announced today it has ordered the CPR to defer dropping of these and 12 other passenger trains in central Canada, pending a hearing.

31/03/1965 *Ottawa Citizen*

*Lachute*

*Gatineau*

Car hits train, 2 killed

Two men were killed early this morning when their car crashed into a train which was backing across Maloney Boulevard in Gatineau.

Killed were Willie Poulin, 39, a comedian from Quebec City who roomed at 361 Cumberland St., Ottawa; and Gaston Bouliane, 26, of 48 Tache Blvd., Hull.

Gatineau police captain Rodger Knight said the train was backing into the grounds of the Canadian International Paper Company at Gatineau. The car, driven by Bouliane, crashed into the eleventh car of the train and was dragged about 175 feet.

Police said it required 30 minutes to take the men from the wreckage.

Pieces of the wrecked car were found 150 feet away.

Gatineau volunteer firemen were at the scene and helped police in taking the victims out of the car.

An inquest was opened at 9.30 a.m. at Blais Funeral Parlor, Gatineau, by Dr. Jean Lorrain and adjourned indefinitely, for a complete investigation.

Gatineau police said that signal lights were in operation at the crossing.

Bouliane had been employed as a barman at Le Rustique Hotel on Notre Dame Street, Gatineau, for some months. Poulin had been appearing in the hotel's show for the past three months.

Both were returning home when the accident happened. The train was in charge of engineer Jacques Fortin, 53, of 788 Dickens St., Ottawa. Conductor was Lionel Lamothe, 44, of 51 Woodburn Cresc., Ottawa.

Caption to picture

Evidence of double fatality

Grim evidence of the car-train crash that killed two men on Maloney Boulevard in Gatineau early today is the part of the car's front end embedded in a railway car. and the scattered pieces of the car body nearby. Victims of the crossing accident were William Poulin, 39, of Quebec City, who roomed at 361 Cumberland St., Ottawa, and Gaston Bouliane, 26, of 48 Tache Blvd., Hull.

05/04/1965 Ottawa Citizen Lachute

Hull youth cheats death

A 12-year-old Hull youth had a close brush with death Sunday at 4.45 p.m. while playing on a railroad trestle near his home. Maurice Latreille son of Mr. and Mrs. George Latreille of 218 Laval St., fell 20 feet to the ground from the trestle which runs over Laval Street. He was attempting to get down from the overpass after he saw a train coming down the track. The youngster was treated at Sacred Heart Hospital and released.

07/04/1966 Ottawa Citizen Lachute

With photo

He almost made it

A taxi driver and his passenger escaped with minor injuries this morning when their car was hit by a fast train at the west end of Gatineau. Driver Roch Cadieux, 30, of 304 East St., and Adreana Despatie, 25, of 354 Frontenac St., Gatineau were treated at hospital. Only the rear of the car was caught as it crossed the tracks on Paiement Street.

14/05/1966 Ottawa Citizen Lachute Masson

Boy dies under train at Masson.

MASSON (Special) A two-year-old boy was hit and killed by a train Friday, two miles west of here. Jean Marie Deschenes, two years and four months, was hit by a Canadian Pacific Railway dayliner at 8.30 p.m. It was on a scheduled run from Montreal to Ottawa, the run it completes four times a day.

The boy's parents, Mr. and Mrs. Raymond Deschenes, of RR I, Masson, Que., and his four young sisters, live approximately 2,000 feet to the south of the railroad tracks near Highway 8.

At 8.10 p.m. Friday, Mr. Deschenes, a fanner, left the house and drove his tractor to the northern part of his farm, over the railroad tracks. Three of the girls followed the tractor while Jean Marie was left at home playing with Monique, 7, until she went into the house.

When she returned, Jean Marie had gone, having followed the farm trail to join his father and sisters.

The train engineer, William Cherry, 54, of 125 Bayswater Ave., Ottawa, saw the boy on the line and applied the emergency brakes.

The train came to a stop about 1,000 feet beyond the scene of the accident.

The Quebec Provincial Police officer investigating is Andre Vaillancourt of the Buckingham detachment.

Coroner Dr. Jean Lorrain of Ste. Rose, Que., who pronounced the boy dead, said no decision has been made on whether an inquest will be held.

03/08/1966 Ottawa Citizen Lachute Hull

NCC plans Hull railway station

The National Capital Commission is to build a \$90,000 Hull railway station in the near future.

"Plans are now being prepared in Montreal," Maurice Landry, director of information for the NCC, said this morning.

Construction of the new station will eliminate a number of level crossings in Hull and bring about demolition of the Beamer Station.

The new station will be located on the west side of Montcalm Street and south of Cremazie Street. It is part of the long-range NCC plan announced a number of years ago.

With the abandonment of the Union Station in Ottawa, trains no longer will be using the Interprovincial Bridge. The tracks will be torn up immediately.

Although plans have not been completed for use of the railway portion of the bridge, the original proposal was to use it for a third lane of traffic between Ottawa and Hull. In the morning, two lanes would be directed to Ottawa, and in the evening two toward Hull.

Experts believe the Interprovincial Bridge is still in good shape, with at least 10 years of life left in it. At least three plans have been put forward for reconstruction of the bridge and its approaches on both sides of the river.

If the railway line under the plaza leading to the bridge is to be used for traffic, considerable enlarging of the railway tunnel can be expected.

Cost increased

Although a figure of \$1,000,000 was put forward some time ago as the total cost of changes, it is believed this amount has gone up considerable since then.

Closing of the Union Station means the only rail access from Ottawa to Hull is on the Prince of Wales Bridge at Lemieux Island.

NCC officials said when the new Hull station is built, it will be turned over the Canadian Pacific Railway for operational purposes.

14/03/1967 Ottawa Citizen Lachute Hull

Train kills man in Hull

A middle-aged man was killed at 1 p.m. when the car he was driving was struck by a train at Montclair Boulevard level crossing in Hull.

The car was carried about 200 feet after impact. Hull police were at the scene checking the identity of the lone occupant.

15/03/1967 Ottawa Citizen Lachute Hull

Man killed as train crashes auto

A 59-year-old Quebec father of three died instantly Tuesday when his car was struck broadside by a passenger train at a level crossing and dragged more than 900 feet.

Harry McLory of Low died from head injuries received when his car, a late model station wagon, was hit by the Ottawa bound CPR express from Montreal at the Montclair Boulevard crossing about 12.55 p.m.

Mr. McLory, superintendent of the Quebec Hydro plant at Pagan Falls, was returning home from a meeting in Hull when the accident occurred.

The Monclair Boulevard crossing is protected by flashing warning signals and bells.

Hull police said eyewitness accounts of the accident indicated warning signals were operating and the train whistle had sounded seconds before the collision..

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23/05/1967 Ottawa Citizen Lachute Hull, Montclair Blvd

Man killed by train

A 42-year-old father of three was killed instantly Sunday, when the car he was driving slammed into a Montreal-bound CPR passenger train at the Montclair Blvd. crossing in Hull.

Pierre Desrochers, of 80 Des Oliviers St., Hull, was thrown from his westbound car on impact into cement steps on a small railway bridge nearby. He was found 20 feet from his demolished car which had been carried 50 feet along the track.

Normal speeds

Police said the car and train were travelling at normal speeds, 30 and 40 miles per hour respectively, and that the safety lights at the crossing were working at the time of the accident, about 7.45 a.m. Sixteen feet of skid marks were left by the car on Montclair Blvd.

Driver of the train was Sam Thompson, 54, of 65 Melrose Ave., Ottawa.

Mr. Desrochers, a maintenance foreman for Dominion Printing Bureau, is survived by his wife Jeanne, 39, and three children.

Coroner Dr. Gerald Brisson said he does not expect an inquest will be held.

14/08/1967 Ottawa Citizen

Lachute

Train slices car, four die.

Four people, three of them children, were killed when a CPR dayliner express from Montreal demolished their car at a level crossing between Gatineau Point and Gatineau shortly after 9 p.m. yesterday.

Stalled on tracks

Arthur Chartrand, 34 year-old husband and father of the victims, and his father, Arthur Chartrand, Sr., jumped from the 1956 model convertible when it stalled on the tracks in the path of the onrushing train.

The two men made frantic efforts to push the car to safety. They jumped clear only seconds before the impact.

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10/01/1968 Ottawa Citizen

Lachute

Hull Montclair Blvd

Hull youth slides car into train

A Hull teenager escaped with minor injuries early today when his car skidded into a freight train at a level crossing.

Police report Maurice Cadieux, 18, of 257 Gamelin Blvd., was driving east on Montclair Boulevard at 12.35 a.m. when his car slid into a freight train proceeding north at the crossing.

Cadieux suffered facial cuts. He was treated and released from Sacred Heart Hospital.

Damage to his car was estimated at \$1,000.

19/02/1968 Ottawa Citizen

Lachute

Montee Paiment

Train hits auto

Gatineau couple in narrow escape

A Gatineau couple's split second escape from being run over by a train Saturday afternoon has police investigating the possibility that signals failed to work properly.

"The signals weren't working," said Julien Gauthier, 39, of 572 Main St., Gatineau. His small, German-made station wagon was ripped apart by a Montreal-bound CPR passenger train.

He and his wife Agnes, about 36, were treated for shock and allowed to go home.

Blowing snow obscured visibility when the accident occurred about 3.15 p.m. Saturday.

Mr. Gauthier said his station wagon was upon the level crossing when he noticed the train approach.

About one and a half feet of snow was on the crossing and "the wheels were spinning in it."

"There was nothing to do but jump out at the last second," said Mr. Gauthier. "The car bounced right over, or around, my wife. It's a miracle she wasn't crushed."

"Very lucky"

"They were very lucky," said Gatineau police.

The mangled vehicle, its engine torn out, was dragged about 100 feet. The train stopped about 500 feet down the track and backed up.

The car was going north on Montee Paiment as the Gauthiers returned from shopping.

Police said the train sounded its whistle as it approached the crossing. Mr. Gauthier could not make it across in time.

Checking lights

Witnesses' accounts varied somewhat in their statements about signal lights, police said. A Canadian Pacific Railway spokesman said a report would be made in a day or two, but that any signal lights there would have been working.

Possibly the lights were slow coming on, said police or Mr. Gauthier did not notice them in time, visibility being limited to about 200 feet by blowing snow.

Police checked the signal lights about 9 p.m. Saturday and found them working satisfactorily.

Investigation was by Constable Roger Aubry of the Gatineau Police Department.

31/08/1968 Ottawa Citizen

Lachute

Girl rescued after fall into deep railway cut.

Ottawa police and fire departments, Exclusive Ambulance and a Canadian Pacific Railway train crew combined to rescue an 11-year-old girl who fell into a 40-foot deep railway cut Friday.

Francis Tanner, daughter of Mr. and Mrs. Richard Tanner, of 1046 Fisher Ave., is in good condition in Civic Hospital with a fractured leg and cuts to her body. She and two friends, Douglas Ward, 13, son of James W. Ward, of 1070 Bakervale Dr., and Peter Charles, 13, son of Mr. and Mrs. D. A. H. Charles, of 1052 Fisher Ave., were playing on the right of way near the Prince of Wales Bridge across the Ottawa River about 5 p.m.

The trio started to climb down into the cut.

When they were about half-way down, the young girl lost her grip on the rock wall and fell down beside the railway tracks.

Her friends sought help and four police officers, an ambulance and two fire department ladder trucks sped to the scene.

As plans were being made to lift the girl out of the cut, a train arrived. The girl was put on it and carried out to Carleton University where the tracks reach surface level.

There she was transferred to the ambulance and taken to Civic Hospital.

19/12/1968 Ottawa Citizen

Lachute

Gatineau

Man killed when train hits car

A Papineauville man was killed instantly Wednesday when his car was rammed by a west-bound Canadian Pacific freight train at a level crossing in Gatineau. Dead is Charles Gaulin, 62.

A passenger in his car, Yvon Daignault, 35, also of Papineauville, is listed in serious condition with multiple injuries in Ottawa General Hospital.

Police say the accident occurred about 1.15 p.m. Wednesday after the Gaulin-car turned north from Maloney to Paiement Boulevard. The tracks are about 25 feet north of the intersection.

Police, who estimated the speed of the train at about 30 miles per hour, said warning flashing lights at the crossing were working at the time of the accident.

The car, which was demolished, was thrown 127 feet by the impact.

14/01/1969 Ottawa Citizen

Lachute

Hull

Hull station ready

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

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

28/07/1969 Ottawa Citizen

Lachute

Hull

Man killed eating lunch on railway

A 40-year-old Hull man died instantly Saturday when he was hit by a southbound Canadian Pacific Railway train near Montcalm Street in Hull.

Police said Laurent Sanscartier, of no fixed address, was sitting on the tracks near the Canada Packers plant apparently eating a lunch around 1.40 a.m. when he was hit by the freight train and dragged 37 feet along the tracks.

The engineer, who was bringing the train into Hull West station at about 20 m.p.h., spotted Sanscartier 200 feet down the track but was unable to stop in time.

Hull police are investigating the incident

**25/11/1969 Ottawa Citizen Lachute Papineauville**

Train hits car killing boy, 15

PAPINEAUVILLE (Special) A 15-year-old Lachute youth died Saturday : when the car in which he was a passenger slid into j the path of a fast-moving mishap at the level crossing freight train.

Daniel Larose died instantly in the 10.30 p.m. here when the car his brother was driving slid into the train's path.

The driver, Gaetan Larose, 21, of Lachute, was uninjured in the crash.

**08/12/1969 Ottawa Citizen Lachute Templeton**

Car hits train man safe

BUCKINGHAM (Special) A Templeton man had a close brush with death Saturday afternoon when his car collided with a Canadian Pacific Railway freight train one mile east of Templeton.

Police said the car, driven by Florimon Comptois, 37, was approaching a railway crossing on the White Horse Farm Road when it skidded into the left side of the train's diesel locomotive.

Mr. Comptois escaped with minor cuts and bruises. The front of . his car was badly damaged.

Mr. Comptois told police he tried to stop the car but the road was slippery and the vehicle slid into the side of the locomotive.

The train stopped and waited until the police investigation was completed before continuing on to Montreal.

**30/05/1970 Ottawa Citizen Lachute Gatineau Point**

Family of four injured in crash

A Gatineau family of four was rushed to hospital Friday after their car was struck by a passenger train north of Gatineau Point

Ronald Mageau, 31, of 364 Victoria St., suffered facial lacerations and is described as in fair condition.

His wife Margaret was serious when she arrived at Ottawa General Hospital with a fractured elbow and clavicle, but her condition improved following an emergency operation.

One of the daughters, eight-year-old Kimberley, remains serious with a fractured skull, while Debbie, 6, is in fair condition with minor lacerations.

Mr. Mageau was driving south on St. Antoine Street around 6:35 p.m. when his car slowed at a level crossing and was caught from behind by an east-bound Canadian Pacific twin-diesel train.

Police said the crossing north of Savanne Road has no warning signals or barriers.

Witnesses said the car was thrown about 12 feet into the air, snapping the crossing sign-posts and rolling several times before stopping in a field 450 feet from the road.

The small foreign car was destroyed, and damage to the diesel engine was estimated at \$1,000.

**01/08/1970 Ottawa Citizen Lachute**

CP Rail ordered to maintain Sunday service

By The Canadian Press The Canadian Pacific Railway has been directed to continue to provide a Sunday evening passenger train from Ottawa to Montreal along the north shore of the Ottawa River.

The railway had proposed to drop the train in its general reduction of service between the two cities.

An order by the Canadian Transport Commission said Friday night traffic figures compiled by commission inspectors had disclosed a significant traffic peak into Montreal on Sunday evenings and at the end of holiday weekends.

It felt CP Rail could not meet its obligations under the Railway Act if service was not available to meet this demand.

CP Rail announced its reduction plan July 10, to take effect Saturday, Aug. 1. It calls for one daily train in each direction along the Ottawa-Montreal north shore, in place of two daily trains in each direction and a special Saturday service.

Since that announcement, commission inspectors have been riding the train to investigate passenger volume and the alternate modes of available travel

**08/02/1971 Ottawa Citizen Lachute Hull**

City man unconscious from car-train crash

A 70-year-old Ottawa man remains unconscious and in critical condition in Ottawa General Hospital today following a car-train collision in Hull Saturday.

Pierre Proulx of 22 Murray St., was a passenger in a car which collided with a train at the Mont Claire Street level crossing at 6.30 p.m. Saturday.

Mr. Proulx suffered a fractured skull.

Police said the driver of the car walked away from the accident and has not yet been located. The car, which bore Quebec licence plates, was demolished.

From the Ottawa Journal same date

Car, train, collide; man hurt

An Ottawa man is In hospital, in critical condition after the car in which he was a passenger was struck by a passenger train in Hull Sunday.

In Ottawa General Hospital with 'head injuries is Pierre fProulx, 70, of 22 Murray Street.

Constable .Paul Delorme, Hull Police said the driver of the car left the scene after the collision. Police are trying to locate the driver.

Constable Delorme said the CPR train for Montreal was travelling about 10 miles per hour when It struck the eastbound car at the Montclair Avenue crossing about 6.30 p.m.

The train struck the passenger side of the car. The car was dragged 30 feet along the track.

**09/02/1971 Ottawa Journal Lachute Hull**

Hull Police Seek Man After Crash

Hull police are searching for a man for questioning in con- .nection with a train-car accident Sunday.

Police are looking for Rheal Proulx, 29, of no fixed address.

They began their search Sunday after a car and train collided at the Montclair Avenue CPR crossing sending Pierre Proulx, 70, of 22 Murray Street, Ottawa, to Ottawa General Hospital with severe head injuries.

Mr. Proulx was a passenger in the car.

Police said the car's driver ran from the accident scene.

**17/02/1972 Ottawa Journal Lachute Lachute**

TRAIN DERAILMENT

LACHUTE .Que. (CP) Ten cars of a CP Rail freight train were wrecked in a derailment Wednesday on the Montreal-Ottawa line about 10 imjles west of here.

No injuries were reported. The derailment damaged about 1,000 feet of track, a Lachute fireman said.

**17/02/1972 Ottawa Journal Lachute Lachute**

TRAIN DERAILMENT LACHUTE .Que. (CP) Ten cars of a CP Rail freight train were wrecked in a derailment Wednesday on the Montreal-Ottawa line about 10 imjles west of here. No injuries were reported. The derailment damaged about 1,000 feet of track, a Lachute fireman said.



Train Derailment

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4 die, 30 hurt in train-truck crash at Calumet

CALUMET, Que. (Staff) Four people were reported killed and about 30 injured this morning when a CP train and truck collided midway between Ottawa and Montreal.

The exact number of people aboard the train at the time of the 9.10 a.m. accident is not known, but about 50 were believed have boarded the train at Ottawa at 7.15 a.m.

Early reports indicate the truck hit the train - a self-propelled dayliner at a level crossing on Highway 8 about one-mile east of here. The train was not derailed in the crash.

Calumet is 67 miles by train from Ottawa.

## Collision at the Crossing

By Patricia Cote Citizen staff writer

CALUMET, Que. Kenneth Mc-Hardy heard the awful smash of metal into metal and rushed outside to see what had happened.

A five-ton fruit truck had crashed into the rear half of a CP Rail passenger dayliner bound for Montreal.

"Everything went up in the air like an explosion. It was about 10 or 15 feet high."

Mr. McHardy said it was the truck that caught fire. The dayliner was travelling at such a rapid speed that it didn't stop until half-a-mile down the track.

Mr. McHardy didn't realize until later that two people on the train were killed and 26 others injured as a result of the crash, which occurred about 9:15 a.m. on Highway 8 near this West Quebec town.

Mr. McHardy owns a service station about 40 yards from the railway crossing. He lives in a house beside the station. He was the first person to reach the scene of the accident.

Man screaming

"I ran to get my fire extinguisher it's one of those big ones because the truck was on fire. The flames were going up around the guy in the truck. The guy was screaming."

"The guy in the truck" was 24-year-old Reginald St.-Gelais of Gatineau, who was sitting in the passenger side of the truck. The driver of the truck, Michel Emery, 23, of Gatineau, was thrown clear upon impact. He had minor injuries.

"I put out the flames and then I ran back and called the police and the ambulance," Mr. McHardy recalled.

Mr. McHardy said that while he and Mr. Emery waited for the ambulance and police, a lumber truck pulled up to the scene. The unidentified driver got out and attached a chain to the crumpled cab which had been flattened against the fruit truck, pinning Mr. St.-Gelais inside. With the chain, he pulled the cab into some semblance of shape, enabling the rescuers to free the trapped man. However, Mr. St.-Ge-ais, who was acting as second driver for Mr. Emery, later was pronounced dead.

Mr. McHardy said he didn't know whether the lights and the bells at the crossing were working.

Passengers appear

But his wife said she was "pretty sure the bells were ringing. I didn't see the lights."

The McHardys' first sight of the train passengers was several people walking up the tracks through the wet, muddy fields, carrying suitcases.

Helen McHardy, the McHardys' 19-year-old daughter, said many of the passengers came into the service station to use the telephone, as did Michel Emery, driver of the truck. "His nose was all bleeding and his sweater was splattered with blood," said Helen.

She said the passengers were "nervous but not hysterical." Some had minor cuts.

Although the train stops at Calumet, it normally accelerates quickly upon leaving the station, Helen said.

"The people on the train said it was going fast enough. They thought the truck's brakes must have failed," she said.

Splinters in glass

Michel Emery, the driver, has his own fruit and vegetable business in Gatineau. He was driving a truckload of fruit and vegetables from Montreal to Gatineau, a journey he makes two or three times a week.

Several hours after the accident, Michel was standing beside the train talking to reporters. The crash damaged the undercarriage of the train at the right side near the rear, shattered four windows, and left shards of wood embedded in the cracked glass.

Mr. McHardy said he thought there was a rack with crates of fruit on top of the truck, and that upon impact the crates went crashing through the train windows.

Mr. Emery told reporters that the lights and bells which mark the crossing were not operating when he approached, travelling at about 50 m.p.h.

If you are approaching the crossing coming from Montreal, there is a windbreak of trees 50 yards before the crossing. The windbreak makes it difficult to see an approaching train.

Mr. Emery said as soon as he was able to see the train he braked and tried to avoid hitting the train by going off the road on the left side, but he didn't get off in time.

Mr. Emery said he was thrown from the truck, got back on his feet and tried to help his partner, Mr. St.-Gelais.

Mrs. McHardy said a freight train had gone through earlier in the morning, and she heard the bells.

Reporters found Canadian Pacific workmen testing the warning signals at the crossing about four hours after the accident, and both the lights and the signals were functioning normally.

CALUMET, Que. CP Rail officials have denied a truck driver's claim that warning signals weren't working when his truck hit a train at a Highway 8 crossing near here Friday, killing three people.

Warning bells and lights were tested right after the crash and found to be functioning properly, said a CP spokesman in Montreal. "It (the crossing) was well-protected."

Michel Emery, 23, of Gatineau, whose fruit truck plowed into the Ottawa-Montreal dayliner about 9:15 a.m., told reporters later that neither lights nor bells were working.

Three persons were killed: Reginald St.-Gelais, 24, of 372 Cadieux St., Gatineau, Emery's passenger and relief driver; and train passengers Bernice Dougherty, 49, of Great Falls, Mont., and Mrs. Jeanne Marie Brunelle, 58, of 8 Verdon St., Ste.-Therese.

More than 20 of the dayliner's 50 passengers were injured, but police said none of the injuries was serious.

Among those suffering shock or minor and bruises and cuts were Eleanor Pelletier, 748 Borthwick Ave., Ottawa; Pauline Bourgeon, 248 Ethel St., Van-ier; and Phyllis, Rodney and Orin Stanley, all of 13 Wychwood Dr., Aylmer.

Sees wife die

Norbert J. Dougherty, husband of Bernice Dougherty, said he sat in the dayliner helplessly and watched his wife die.

"She was sitting on the side of the train where the train struck. Suddenly she was pitched into the aisle ... I thought she was just knocked out."

"I felt for her pulse and it wasn't there and then I knew she was gone," he said.

Mr. Dougherty and a daughter, Shawn, suffered only shock.

The collision demolished the cab of the truck, but the dayliner stayed on the tracks and came to a stop about half-a-mile from the crossing.

Help

Police said a police cruiser, an ambulance, and finally a tow truck ail became stuck in wet fields as they tried to reach the train.

The ambulances nine arrived to carry injured to hospitals in Lachute and Hawkesbury had to halt 1,000 feet from the train and police and volunteers carried the dead and hurt in stretchers across the soggy terrain.

The accident is being investigated by Quebec provincial police, a 10-man team from Canadian Pacific, and the Canadian Transport Commission.

Police said Coroner Jean Morin of Lachute plans to hold an inquest, but no date has been set.

Calumet is about 55 miles east of Ottawa.

Nobody screamed as truck loomed

MONTREAL (Staff-CP) "It was terrible," 78-year-old Lionel Chevrier recalled in a quiet but excited voice.

"There was broken glass all over the place. It showered all over my wife and me and a great big piece of glass just missed by head."

Mr. Chevrier, a retired farmer bound for Newfoundland to visit relatives when the dayliner was struck by a vegetable truck at a highway 8 level crossing Friday, said he watched the truck approaching the train.

The next thing he remembered clearly was a woman lying in a pool of blood on the railcar floor beside him.

"She died right there on the floor," he said.

Mrs. Chevrier, 76, refusing a doctor's help as she was helped from a special train that brought survivors here, said:

Railmen praised

"We could see a big truck coming into the side of the car. But the funny thing was nobody screamed.

"A woman fell on the floor in the back of us and bled to death." Mrs. Chevrier told the doctor who asked if she felt alright:

"I've got a big crack on the head but that's okay. I feel more shocked than anything else."

Mrs. Aldege Dumoulin of Calumet, a 74-year-old grandmother, had just boarded the dayliner when the accident occurred.

"I tell you, we had two good drivers," she said.

The impact shook the train and she was surprised it didn't leave the tracks. (Engineer George Franklin of Ottawa and conductor Rene Labelle of Montreal were not injured.)

"We got some glass in our hair," she said. "We were shook up, but it didn't hurt us at all."

Mrs. Dumoulin and her daughter, Mrs. Allan Sanderson of Moncton and Mrs. Sanderson's 10-year-old son Bill, were sitting at the front of the dayliner. The truck hit towards the rear and on the opposite side.

"Nobody yelled, nobody screamed or cried or anything," she recalled. "We kept calm."

"We didn't see it coming. We didn't know what was happening until everything was all over."

*15/08/1972   Ottawa Citizen   Lachute   Calumet*

Signals working?

Crossing crash inquiry ordered

The Canadian transport commission has ordered a public inquiry into a passenger-train accident which killed three people at a level crossing near Calumet Friday when the Ottawa-Montreal CP Rail day-liner was struck by a vegetable truck.

The date and place of the public hearing will be announced shortly. Three commission officials have been dispatched to the scene of the accident and heard conflicting accounts about whether automatic signal lights and bells were in operation when the crash occurred.

Reporters found CP Rail workmen testing the signals about four hours after the accident and the bells and lights were functioning normally.

*19/08/1972   Ottawa Citizen   Lachute   Calumet*

Calumet crash probed

The Canadian transport commission will hold an inquiry Aug. 29 into the causes of the Ottawa-Montreal dayliner train accident near Calumet Aug. 11 which claimed three lives.

The commission said today the inquiry will be held in Lachute, Que., near the site where a Canadian Pacific Railways diesel car was struck by a vegetable truck at a level crossing. Besides the deaths, 26 persons were injured.

The commission had said earlier that three of its officials were dispatched to the scene of the accident and heard conflicting accounts about whether automatic signal lights were in operation.

*23/08/1972   Ottawa Citizen   Lachute   Calumet*

Canadian Transport Commission

NOTICE OF PUBLIC INQUIRY

The Railway Transport Committee of the Canadian Transport Commission will hold a public hearing on Tuesday, August 29, in Lachute, Que., to inquire into the cause of a CP Rail passenger train accident which occurred August 11 near Calumet, Que.

The inquiry hearing will open at 10 a.m. EDT in the Masonic Hall on Brownsburg Road, Lachute.

Any persons wishing to give evidence relative to the cause of the accident will be heard and should contact the undersigned prior to the hearing.

C W. Rump Secretary Railway Transport Committee 275 Slater Street Ottawa, Ontario.

*29/08/1972   Ottawa Citizen   Lachute   Calumet*

No speed limit at crash scene

LACHUTE (Staff) There was no speed limit on the CPR main line through Calumet last Aug. 11 the day a train collided with a truck, killing three people.

The information came during the first day of a Railway Transport Committee public inquiry here this morning.

Testifying at the inquiry, E. J. Hase, director of operations for the Canadian Transport Commission, said there is now a statutory 25 im.p.h. speed limit at the crossing, which was imposed after the accident.

Lachute. A young garden product salesman still maintains he saw no warning lights before his truck crashed into the side of a Montreal-bound passenger train at Calumet on Aug. 11

Testifying at a Canadian Transport Commission inquiry here Tuesday, Michael Emery, 23, of Gatineau repeated the story he told immediately after the accident which claimed three lives and injured 26.

Mr. Emery didn't go as far as to say the flashing signals weren't working. He claimed he "didn't see them working." He stated positively the bells which normally ring as the lights flash weren't working before the collision occurred.

However, several witnesses called during the inquiry - which ended late yesterday afternoon - contradicted Mr. Emery's evidence.

Ken Hotchkiss, a Canadian International Paper Company purchasing agent, who travels Highway 8 over the level crossing every morning about the same time, said both lights and bells were working normally when he crossed as the CP Rail dayliner approached.

He said he glanced in his rear view mirror as he crossed and saw no sign of the Emery truck. Commission Counsel J.M. Fortier deduced the accident happened seconds after Mr. Hotchkiss left the scene.

Serge Roy, 16, a student living near the level crossing, said he was in his yard shortly after 9 a.m. and heard the bells on the signal posts ringing.

He added, because of his position, he couldn't see if the lights were flashing. He said he saw the Emery truck coming along highway 8, lost it from view behind some bushes, then saw it collide with the dayliner.

A passenger on the train, Laura Ratchky of Windsor, said she was looking out of the window near the Calumet crossing and saw the warning lights flashing.

Gilbert Blakeney, a CTC signalling engineer, said signals were functioning normally when tested shortly after the accident.

The inquiry, chaired by Louis Talbot, was also greatly concerned at the speed the dayliner was travelling as it came through the crossing.

E.J. Hase, director of operations for the CTC, said a statutory speed limit of 24 m.p.h. at all level crossings where an accident has occurred. He said the limit can only be lifted by the commission.

Although accidents had occurred at the Calumet crossing in the past, there was no speed limit at the time of the crash because previous statutory limits had been lifted. He added the 25 m.p.h. limit had been re-imposed since the Aug. 11 accident.

Veteran CPR engineer George Frankland of Ottawa said he put the throttle of his engine in the maximum position as he pulled out of Calumet station where he'd stopped to pick up two passengers.

Mr. Frankland emphasized when the throttle was placed in maximum the train didn't immediately reach top speed.

"The engine accelerates on its own and takes about a mile to reach its top speed of 90 m.p.h." he said. "We were doing about 45 m.p.h. When we went through the crossing, which is about half a mile from the station."

An unexpected discovery

A commotion stirred the Lachute Masonic Hall, where the inquiry was held, when, under cross-examination by the lawyer representing Mr. Emery, Mr. Frankland revealed the train's speedometer wasn't working the day in question.

He said he wasn't aware of the problem until after he left the Ottawa Station, and insisted he was experienced enough to judge how fast he was going without the instrument.

(Mr. Hase testified that during tests made by the commission after the accident an engine identical to the one Mr. Frankland was operating was accelerated out of Calumet under the same circumstances and reached a speed of 44 m.p.h. at the crossing).

Mr. Frankland said the dayliner's speed is only restricted on curves - 60 m.p.h. - apart from crossings carrying statutory limits.

He said the train's headlamp was on as it approached the crossing and he gave the warning whistle and activated the bell as usual. He said it was a "fine, clear day."

The dayliner was on the crossing when Mr. Frankland first noticed the Emery truck.

He said his first impulse was to pull the emergency brake. Then he decided the best thing to do was get through the crossing and hopefully avoid the truck.

Mr. Emery said he didn't know the train was approaching until he saw it emerge from behind a line of trees when he was about 125 feet away. He said his radio was off and he couldn't remember whether his windows were raised or not.

He said he applied the brakes and swerved but was too close to avoid impact. He said he approached the crossing at a normal rate of speed.

Killed in the accident on the Ottawa-Montreal line were Bernice Doherty, 49, of Great Falls, Mont., Jeanne Marie Brunelle, of Ste. Therese, Que., both passengers in a CP Rail diesel car and Reginald St-Gelais, 24, of Gatineau, a passenger in the truck. None of the injured was seriously hurt.

Decision in six weeks

Conflicting reports heard at train crash probe.

LACHUTE, Que. (CP) - Louis Talbot, chairman of the one-day Canadian transport commission inquiry into a truck-train collision which took three lives Aug. 11, said Tuesday he would render his decision in about six weeks.

Conflicting reports were heard throughout the day into the possible causes of the crash on the Ottawa-Montreal line, which also injured 26 other persons, none of them seriously.

The CP Rail dayliner and a truck carrying fruits and vegetables collided at a level crossing in Calumet, 10 miles west of this community 30 miles northwest of Montreal.

Michel Emery, 23, of Gatineau, Que., driver of the truck, said the automatic signal lights and bells were not functioning.

Mr. Emery told the chairman he had looked at the lights "but I did not see them functioning at any time." He also said he had not heard the train whistle or the train bell.

Donald Laroche, also a truck driver, who arrived at the crossing after the accident, said he asked Mr. Emery whether the lights were working.

He said Mr. Emery replied: "I saw the light but it was too late to stop."

Six passengers on the self-propelled diesel car testified they had neither heard the bells nor seen the lights at the level crossing. All had heard the train whistle, some heard train bells while others saw the signal lights but could not say whether they were functioning.

Mrs. Laure Ratchky of Windsor, Ont. was the only passenger to testify that the flashing lights were functioning. She told CTC lawyer Jules Fortier "I saw them."

However, she had not heard the train bells or the signal bell at the crossing. She heard the train whistle.

Serge Roy 16, working in the auto-yard near his home, not far from the tracks, said he could not see the flashing lights where he was but heard the bells.

CTC experts testified that tests made after the accident found the automatic signal lights and bells to be in good operating order.

Rejean Pare, CP Rail signalman, said he had tested the signals two days before the accident and they were working. Tests about three hours after the crash also found them working, he said.

George Frankland, CP Rail engineman, said his tram approached the crossing at about 45 miles an hour and did not see the truck until it was too late.

Mr. Frankland says [sic] he had not paid enough attention to see whether the flashing lights were functioning and could not hear, the signal bells because of the train whistle.

Killed in the accident were Bernice Doherty, 49, of Great Falls, Mont., Jeanne Marie Brunelle of Ste. Therese, Que., both passengers in the train, and Reginald Sinjelais of Gatineau, the passenger in the truck.

The CTC lawyer told the chairman the inquiry was to try and ascertain whether the automatic signals were working and find means to avoid these accidents in the future.

Evidence indicated signals were working

The Canadian Transport Commission says evidence indicates a truck-train collision at a railway level crossing near Calumet, Que., Aug. 11 was not caused by failure of the automatic signal system.

Three persons died and 22 were injured when a truck and a CP Rail dayliner coach collided at the crossing.

The commission said in a report released Monday that it has no authority to look at civil and criminal aspects of the case.

But evidence indicated the signal system was functioning properly and the train was also operating well except for the speed indicator. The truck had struck the train.

The transport commission report said that the only witness to say that the signals were not operating was the driver of the truck, Michel Emery, 23, of Gatineau. But other witnesses watching from nearby homes or driving over the crossing just before the accident saw the signal lights flashing and heard the bell ringing, the report said.

The signal system was later found to be in working order by commission inspectors, the commission said.

The train braking system was tested and found to be operating properly on the day the accident happened, the report said.

Passengers on the train also heard the train bell ringing, the commission said.

Calumet signals worked - CTC

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Train, transport truck collide

Several fuel tanker cars were ablaze late this morning after a westbound CP Rail freight train smashed into a transport truck at a crossing between Papineauville and Montebello, about 30 miles east of Hull.

Railway officials said they had little information on the derailment, and they did not know whether there had been injuries or deaths.

The tanker cars were immediately behind the engines of the freight train and apparently caught fire when they jumped off the tracks after the collision.

'Brakes failed' driver

PAPINEAUVILLE (Staff) - Brake - Brake failure. That's the reason given by the 17-year-old driver of a tractor-trailer who leaped from the cab just before it smashed into the third engine of a 54-car freight train on a Highway 8 crossing just east of here. While the front end of the truck disintegrated on impact, hurling the engine more than 100 feet down the tracks, driver Leo Boutet of St. Basil, near Montreal, escaped injury.

Sgt. Andre Leduc of the Papineauville QPF detachment, said the young driver told him that he saw the train coming but that when he tried to stop, he found that he had no brakes. He barely had time to jump from the cab of the truck before it crashed into the heavy engine.

The crash knocked one of the three engines pulling the train off the track, into the nearby home of Normand Allard. More than a dozen cars, including including nine oil-tanker cars and a car loaded with liquified chlorine, were hurled about like a child's toys. Three of the 17,000 gallon tankers ruptured, sending their flaming contents spewing over the surrounding area, including the home of Mr. Allard, which was destroyed in the blaze.

About two acres of land immediately east of the crash site was turned into a blackened desert as the burning oil spread.

More than 80 firemen from departments in Gatineau, Thurso, Buckingham, Montebello, St Andrelinand Papineauville converged on the scene.

Their major concern was that the tanker loaded with 20,000 gallons of chlorine might rupture and spread deadly gas throughout the area. Pumping water from a nearby creek, the firemen worked feverishly for more than four hours, pouring water on the chlorine tanker to keep its temperature below the point where the gas would have expanded and burst the safety valve on the car.

Other firemen fought the blaze that ripped through the tangled wreckage. It was brought under control shortly after 1 p.m.

Police had evacuated more than 100 families living within a one mile radius of the crash scene.

"The tanker is specially designed to withstand the stress of a derailment," said an official of Standard Chemical Ltd., the owner. "There wasn't even a rivet blown on the thing," he said. Ross Maitland, Canadian Transport Commission chemical engineer on the site to advise in the handling of the dangerous gas, said "the liquified chlorine turns to yellowish green colored fumes when exposed to air. It mixes readily with water and forms hydrochloric acid," he said. "If breathed into the lungs, death is almost instantaneous," he said.

The only injuries were to the trainman in the second engine, Claude Baril; who suffered a broken wrist and train engineer Claude Beris, who suffered cuts to his face and one arm.

Shortly after 2 p.m., police began to allow the families to return to their homes. But it was after 4 p.m. before Highway 8 was reopened to traffic.

A Standard Chemical official said a tanker truck would probably be brought to the scene to pump the 55 tons of chlorine out of the tanker which lay on its side under a pile of oil tankers.

Several thousand gallons of oil flowed into a creek near the scene and emptied into the Ottawa River, about half a mile away but officials from the Quebec department of the environment were on the scene early in the afternoon to place a barrier in the creek to catch the oil. A neutralizer was sprayed on the oil.

A spokesman for CP Rail said it was expected the wreckage would not be cleared until noon today after which time extensive repairs to the damaged rail ties would have to be carried out.

Passengers travelling CP Rail between Ottawa and Montreal last night and this morning were bused between Ottawa and Montebello and travelled by day liner on the Montebello to Montreal section.

The final irony of the crash. An oil tanker truck travelling on the detour around the crash scene overturned on the St. Hyacinthe Range, and temporarily blocked the detour Wednesday afternoon. The driver was not injured.

Tanker car in collision

Deadly cargo saved

By Scott Honeyman and Tom Van Dusen Citizen staff writers

PAPINEAUVILLE A tanker car full of chlorine sat in the middle of an oil-fuelled inferno after a derailment here Wednesday, but firemen kept its deadly cargo from escaping.

The end of the car painted red to indicate dangerous cargo could be seen through sheets of flame that soared from six fuel cars after the westbound CP Rail freight train was hit by a semi-trailer truck.

More than 100 firemen from every town between Gatineau and Grenville a stretch of about 60 miles poured water onto the damaged chlorine car, and had to ignore flames that levelled a house, shed and travel trailer.

Canadian Transport Commission chemical engineer Ross Maitland said he was surprised the intense heat from blazing Bunker C oil and gasoline didn't cause pressure valves on the chlorine car to rupture.

Had the valves gone, great clouds of green chlorine gas would have escaped as the chlorine was converted from pressure-packed liquid to poisonous gas, choking anyone in its path.

Residents evacuated

Mr. Maitland said it was fortunate the wind was blowing from the north west, away from Papineauville and across the Ottawa River to an uninhabited area.

Playing it safely, Quebec Provincial Police ordered a square-mile area surrounding the wreck evacuated, sending about 300 residents west to Papineauville.

While most of the battle was to stop the chlorine tanker from leaking, thousands of gallons of heavy, tar-like oil spilled from ruptured oil tankers into a creek which flows directly into the Ottawa River.

The slick it created in the river could be seen from more than a mile away.

13/04/1973 *Ottawa Citizen**Lachute**Papineauville*

Weeks of Study May Find Cause

By David Smithers Citizen staff writer PAPINEAUVILLE Trains again rumbled through this community Thursday night, but the task of investigating the cause of Wednesday's massive derailment will take weeks.

In addition, environment experts are still cleaning up the mess left after thousands of gallons of bunker oil spewed from ruptured tanker cars into the Ottawa River.

CP Rail crews have worked around the clock since the derailment which occurred about 10 a.m. Wednesday clearing the main line.

A truck slammed into the locomotive leading the 100-car train. Twenty cars, some carrying the bunker oil, one carrying chlorine, and another a caustic substance, ripped up the track.

Wrong licence

Flaming oil razed a nearby house, travel trailer and a shed. There were no serious injuries.

The driver of the heavy truck, Leo Boutet, 17, of St. Basil, Que., leaped from the vehicle seconds before the collision. He told police the brakes failed.

Police said today the teenager was improperly licensed to drive the truck. He had an operator's license but needed a chauffeur's permit, said QPP Sgt. Andre Leduc today. Mechanics from provincial transport department headquarters were at the scene today examining what was left of the vehicle.

Welfare officials are still attempting to find accommodation for the family of 10 whose home was destroyed by the fire. The Normand Allards fled for their lives after their house was drenched in flaming oil. They are staying with relatives in nearby Plaisance.

The federal department of the environment assumed responsibility Thursday for cleaning up what was left of the oil spill.

Little was done to contain the treacherous oil for about 24 hours after the accident. Thousands of gallons poured into a creek which flows 500 feet to the Ottawa.

Booms are in place today to ensure remaining oil is contained.

Officials of the Canadian Wildlife Service were also touring the downstream waterfront Thursday, checking for possible damage the oil may have caused migrating geese and ducks.

There have been no reports of injury to wildlife, but checks continue.

In addition, Ontario environment inspectors are checking the southern shore of the Ottawa for possible oil contamination.

11/05/1973 *Ottawa Citizen**Lachute**Papineauville*

CP SUING SMALL FIRM OVER CRASH

CP Rail is suing a small Quebec trucking company for \$1 million as the result of last month's train-truck collision at Papineauville.

The suit has been filed in Hull Superior Court against La Compagnie Germain, whose semitrailer truck was in collision with the side of a freight. Nineteen cars were derailed.

The derailment caused extensive fire damage and oil pollution. One home was destroyed when tank cars caught fire.

CP Rail alleges in its suit that the brakes failed on the truck, which was being driven by a 17-year-old, who managed to throw himself clear just before the collision.

The railway company says it cleaned up the oil spillage, although it denies responsibility. Fuel spilled into a stream which flows into the Ottawa River.

15/10/1973 *Ottawa Citizen**Lachute*

Youth hit by train in good condition

A Gatineau youth whose car was hit by a train and pushed about 1500 feet along the tracks Saturday is in good condition in Sacred Heart Hospital in Hull.

Jacques Parisien, 18, of 180 Harold St., Gatineau, said he didn't see the freight train coming. He was crossing the "tracks at Melanie Boulevard and Paiment Road in Gatineau when he was hit. His car was demolished.

04/12/1974 *Ottawa Journal**Lachute**Gatineau*

Eleven injured in train crash

By DAVE McKAY : Journal Reporter

Gatineau police believe vandals caused the derailment of a two-car CP passenger train which resulted in 11 persons being taken to hospitals Tuesday night.

Nine of the 11 injured were treated for shock and released from hospital following the 8.45 p.m. wreck.

Engineer Harold Greenlaw of 1130 Meadowlands Dr. was treated for shock and back injuries.

Conductor Rene Labelle of Verdun, Que., and brakeman George McKale of Val-des-rapides were treated for shock.

Passengers treated for shock and minor cuts were: Maurice Bourdon, of Masson, William Kicks of Ottawa, Eddley Dwyer and Christopher Dwyer both of St. Amase, Philip St. Germain and William Kesler both of Montreal, Margaret Morton of Ottawa and Mrs. Mignon Lavigne of Rockland.

There were 12 persons on the train including the three-man crew at the time of the derailment, police said.

Police said a switch at the junction of the main line at Montee Paiment Boulevard crossing had been tampered with prior to the derailment

The front part of the self-propelled train, slipped onto the spur but the train's speed coupled with the back pressure of the second car caused the tracks to spread apart with the front part of the train sliding along the ground ending up on its side about 150 feet from the tracks

"It was a lucky thing that the train had stopped in Gatineau because it 'didn't have a chance to build up speed," said a police spokesman.

The second car remained upright but at a .45-degree angle, skidding just its own length from the tracks.

A crane will be used to put the two cars back on the tracks.

No one has been arrested in connection, with the smashed switch.

04/12/1974 Ottawa Citizen

Lachute

Gatineau

CP passenger train derailed in Gatineau, six people injured.

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The two-unit train left the tracks at 8.43 p.m., three minutes after leaving Gatineau station enroute to Hull and Ottawa with nine passengers and three crew members.

"It would have been much worse if the train had been travelling faster," commented Constable Gerry Pilotte who arrived at the scene minutes after the accident occurred.

The derailment took place at the junction of the main CP line and a Gatineau Lumber Co. siding, about 30 feet north of Maloney Boulevard.

While cause of the derailment has not been determined, police officials speculated vandals tampering with a line switch near the accident scene may be responsible.

The slow speed of the train prevented the two cars from rolling and possibly crushing the occupants.

Miraculously, occupants of the first unit, a combination engine-passenger car, suffered only shock and bruises.

Engineer Harold Greenlaw of Ottawa and four passengers occupied the first unit, which ended up on its side 200 feet from the main line.

The second unit was perched precariously on an angle a few feet from the main line. Only deep snow and a hydro pole prevented the unit from toppling over.

The train makes a regular nightly run from Montreal to Ottawa, arriving in the city at 9.05 p.m. after dropping passengers off in Gatineau and Hull.

Constable Pilotte said all 12 occupants of the train were shaken up, but stated that only six, including Engineer Greenlaw, required treatment.

Five were treated at Sacred Heart Hospital in Hull for shock, cuts and bruises and later released. One passenger was taken to Ottawa General Hospital for observation of bruises to the head.

27/12/1974 Ottawa Citizen

Lachute

Car hits train, 2 women hurt

Two Ottawa women are in satisfactory condition with multiple injuries in Ottawa General Hospital after their car crashed into a Canadian Pacific passenger train in Gatineau Thursday night.

Police said the car was pushed 76 feet along the track when it hit the 6.15 p.m. train from Ottawa to Montreal. The accident occurred at the intersection of Maloney and Paiement boulevards at 6:30 p.m.

The driver of the car was Theresa Chin, 36, of 1160 Merivale Rd., Apt. 304. The only passenger was Christine Hee Muon Lu, 21, of 742 Cooper St., Apt. 1.

The 1971 car was almost unrecognizable after the collision said police. "You can't even tell the make of the car if you look at it now," said one officer.

The train was only slightly damaged and none of the passengers or train crew was injured.

31/05/1976 Ottawa Citizen

Lachute

Car-train crash kills Hull woman

One person was killed and one injured in a car-train collision in Gatineau early Saturday morning.

Dead is Micheline Filion, 19, of 223 Boulevard Gamelin, Hull. The driver of the car, Luc Beauchamp, 18, suffered head injuries and is in fair condition at Ottawa General Hospital.

Police said the accident occurred when the car ignored a red flashing light over the level crossing at the intersection of Maloney and Montee Paiement Street.

The car, a 1973 Vega, was demolished.

27/09/1976 Ottawa Citizen

Lachute

Gatineau

Train hits car, injuries minor

Three persons escaped serious injury Sunday when their car was struck by a westbound train at the CP Rail crossing in Gatineau at Paiement and Maloney boulevards.

Roger Marion, 23, of 1375 Prince of Wales, Ottawa, driver of the vehicle, and two passengers were taken to Ottawa Civic Hospital and treated for minor cuts and bruises.

The passengers were Francine Connelly, 23, of 376 Gauthier St., Gatineau, and Liane Wise, 23, of 125 Putman St., Ottawa.

Police said the train struck the rear of the car as it crossed the tracks at 8:50 p.m. Crossing signal lights were flashing at the time.

29/09/1976 Ottawa Citizen

Lachute

Papineauville

Lawsuits from '73 train-truck collision heard in Hull Court

Hearings into lawsuits involving damage claims of more than \$1 million resulting from a Papineauville train-truck collision three years ago started in Hull court today.

In one suit CP Rail is claiming \$1 million from a local trucking company. In the other, a Papineauville family is claiming damages of \$167,800 from CP Rail and the same trucking firm, Geralin Inc.

In the second suit, the Quebec Solicitor-General's Department is also named.

Mr. and Mrs. George Lalande's house was destroyed on the morning of April 11, 1973, after a truck owned by Geralin struck a 100-car freight train at a level crossing, resulting in a 20-car derailment.

One of the train's three engines also jumped the tracks. Bunker C oil from the derailed tanker cars spewed out ablaze and set fire to the nearby two-storey house where the Lalandes lived with their daughter, her husband, and nine grandchildren.

Although four members of the family were home at the time, none were seriously injured.

The blazing inferno, fought for several hours by 100 firemen, also forced the evacuation of 300 nearby residents because one of the tanker cars contained highly toxic chlorine. Truck driver Leo Boutet of St. Basil, Que., 17 at the time, jumped clear of his truck moments before it smashed into one of the locomotives. He told police his brakes failed as he approached the level crossing.

29/09/1976 Ottawa Citizen

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Truck's brakes faulty prior to crash

An hour after a teenager was warned about the condition of a truck he was driving it crashed into a CP freight train at a level crossing on Highway 418 near Papineauville, Hull court was told Wednesday.

The court heard that the warning was given by Thurso garage owner Roma Rossignol who was in the court on the first day of hearings into law suits involving damage claims of more than \$1 million resulting from the train-truck collision on April 11, 1973.

Mr. Rossignol said the driver of the truck, Leo Boutet, told him he was in too much of a hurry to bring the truck in for more extensive repair work during a service call between 8:30 and 9:30 a.m. the day of the crash.

He said he discovered the brakes were frozen during the call but managed to free them beside the road. He urged Mr. Boutet to at least stop at a place on the way out of Thurso where more antifreeze could be put into the braking system.

QPF Corporal Robert Claude said Mr. Boutet, who was 17, did not have a permit to drive a tractor-trailer.

Witnesses estimated the truck, which was carrying a full load of woodchips, was going at about 35 miles per hour as it approached the crossing at Papineauville, which is 40 miles east of Hull.

The collision - which Mr. Boutet survived - sent one of the train's three engines plowing into the home of Mr. and Mrs. George Lalonde who lived with their daughter, her husband and their nine children.

Although four members of the family were home at the time, none was seriously injured.

However, the two-storey house caught fire and was destroyed.

A large part of the bunker oil which spilled from 20 derailed cars was also destroyed. One of the overturned cars contained highly-toxic chlorine, forcing the evacuation of 300 nearby residents.

01/10/1976 *Ottawa Citizen**Lachute**Papineauville*

Runaway Steel

Trapper tells court how crash wrecked house

By Mark Van Dusen Citizen staff writer

Life was crowded but happy in the little house below the railway tracks until the day that tons of runaway steel exploded into the picture.

That day was described in court at Hull Thursday by one of the people who lived in the house near Papineauville, 68-year-old George Lalonde, a trapper.

Mr. Lalonde was testifying at the second day of a hearing of lawsuits involving damages of \$167,000 from CP Rail, a trucking firm, a truck driver and the Quebec Solicitor-General's Department.

The suits result from a train-truck crash on April 11, 1973. CP Rail revised its claim Thursday against the trucking firm, Geralin Inc., of Portneuf, to half a million dollars from its original estimate of \$1.2 million.

The collision happened at 10:30 a.m. at a level crossing one mile east of Papineauville on Highway 148. Involved were a tractor trailer owned by Geralin, and a 54-car CP Rail freight train bound for Ottawa from Montreal.

On the first day of the hearing, the court heard that the driver of the tractor trailer, Leo Boutet, 17, was not licensed to drive the vehicle which was laden with wood chips.

The court was also told he had been warned against driving the truck when the brakes froze only an hour earlier.

In the collision, the second of the train's three engines burst into flames and was sent churning from the railroad bed above the two-storey frame house where George Lalonde was sleeping.

Although 14 people lived in the house Mr. and Mrs. Lalonde, a daughter-in-law, their daughter, her husband and their nine children only five were home. Most of the children had only recently left for school.

The diesel dug a trench in the land as it hurtled toward the house, and the third engine nose-dived, derailing 20 cars. Blazing oil from overturned tankers washed against the house, setting it on fire. T

A car containing highly-toxic chlorine rolled to rest against one wall of the house. More than 300 people were evacuated from the area.

The engine came to rest against the house, nudging the outside kitchen wall. Ironically, George Lalonde might be dead if it hadn't.

Twenty-six years of living near made him immune to the rumble three or four times a day.

"The jolt woke me up," he told the hearing. "I only had time to pull on a pair of boots, my pants and an undershirt. The flames were coming in the windows."

The others got out ahead of him. The house and four outbuildings were destroyed. There was no insurance.

Mr. Lalonde, who needed help itemizing his lost trapping, hunting and fishing equipment because he can't read, was the first of the family to appear at the hearing.

His life of trapping muskrat 250 pelts and 300 traps were destroyed in the fire along the Ottawa River, prompted a Montreal lawyer to comment, "I didn't know people lived like that any more around here."

Diminutive, bent, head cocked for better hearing, Mr. Lalonde set off ripples of laughter in the courtroom with his wry answers which were usually accompanied by a wink and a smile.

But all were silent when he told how he and his wife, who is over 80, lived in a trailer for five months following the accident, and how they are now renting lodging at a neighbor's for \$50 a month.

The rest of the family moved to the upstairs of the CP Rail station in Papineauville rent-free.

Nobody laughed when Mr. Lalonde said CP Rail bulldozers cleaning up after the wreck flattened his strawberry patch.

"I don't want any handouts from anybody," he said outside the courtroom. "All I want is enough money to build a house for me and my wife to spend our last days."

CP Rail lawyer Albert Gadbois said the company, in revising its claim against Geralin, based the new figure of \$507,624 on more detailed accounts not previously tabulated.

In earlier testimony, engineer Douglas Chalmers who was driving the train when the truck hit, said he did not know what kind of freight the cars contained.

He said he could see the road up to the beginning of a curve but did not see any vehicles as he approached the crossing.

Other members of the Lalonde family were to itemize their losses today.



MP attacks condition of Hull station

The condition of Hull's Canadian Pacific Railway station, built by the National Capital Commission in 1967, has come under fire by New Democratic Party transport critic Les Benjamin.

The member of parliament from Regina-Lake Centre went to inspect the station Friday, after receiving complaints from Transport 2000, a national federation of citizens concerned about passenger transport.

"The building itself is good enough but its not being looked after and not being manned," said Mr. Benjamin after looking over the station, which serves passengers travelling from Hull to Montreal.

Mr. Benjamin pointed out that the two display windows in the front of the station are badly cracked and the cracks are covered over with masking tape. The station sign facing the road was broken and never replaced, and paint is flaking off the verandah ceiling along the side of the station.

The once asphalted driveway entrance has been torn up for a sewer and covered over by loose gravel, and the small parking lot in back of the station is unpaved. Harry Gow, president of Transport 2000, said the deteriorating condition of the station is bound to result in even further damage.

Mr. Gow, himself a Hull resident, said one of the windows has been cracked for more than a year and no attempt has been made to replace it.

Mr. Benjamin criticized the CPR for not having an agent at the station to sell tickets and provide schedule information. Passengers must buy their tickets on the train and no schedules are available.

He blamed the condition of the station, which cost a quarter of a million dollars to build, on CPR's lack of interest in providing adequate passenger train service. Mr. Benjamin also blamed the federal Ministry of Transport for not paying enough attention to passenger rail services.

"There are only 27 people in the Ministry of Transport looking after rail, as compared with 1,000 people for air transport," he said.

Harry Eaton, CPR assistant superintendent for this region, said this was the first time he had received any complaints about the Hull station.

Mr. Eaton agreed that the station was not in perfect shape, but said the number of passengers using the station would not warrant the investment involved in fixing it up.

11/05/1977 *Ottawa Citizen**Lachute**Templeton*

Freight train takes tumble Workmen tackle the big job of cleaning up after a 36-car train derailment in Templeton today. There were no injuries when the Canadian Pacific freight tumbled off the main line 15 miles east of Hull, near Lorraine Boulevard. The derailment, which will take about two days to clear, has forced cancellation of the 7:15 a.m. passenger run from Ottawa to Montreal. Cause of the accident is not known.

16/05/1977 *Ottawa Citizen**Lachute**Gatineau*

Teens admit tampering with switch on railroad Gatineau police said today two teenagers have admitted tampering with a track switch prior to last Wednesday's 20-car train derailment. A spokesman said charges would be laid against the two, aged 13 and 15. No one was injured in the derailment, which caused about \$500,000 damage.

10/08/1978 *Ottawa Citizen**Lachute**Montclair Street*

Three hurt as car and train collide

Three Hull women were seriously injured this morning in a car-train crash in Hull.

The injured, all occupants of the car, are being treated in Hull's Sacre Coeur Hospital.

Micheline Bertrand, 21, of 16 St. Henri St., the driver, suffered multiple fractures and cuts to the right leg. Passengers Lynne Mathews, 19, of 295 St. Pierre St., suffered multiple leg fractures and Louise Pacquette, 22, of 9 Larose St., sustained multiple fractures to the left arm and head injuries. Her month-old son, Patrick, was not injured.

The accident occurred at 8:38 a.m. at the Montclair Street railway crossing just south of St. Joseph Boulevard. The car was travelling north on Montclair when it collided with the Montreal-bound Canadian Pacific diesel single-car dayliner.

CP officials said the diesel car was slightly damaged. The accident caused a one hour delay in the regular schedule.

The Bertrand car was badly smashed on impact and was dragged some 12 metres from the crossing along the railway tracks.

Hull police investigators have not yet determined if the car had stopped to let the train go by.

"One thing we know is that the train warning lights on both sides of the road were functioning," said police captain Robert Laramee.

The accident is about the third at that intersection in the last 12 years and employees at the adjacent Pilon Lumber store say it is time something is done about it.

"It is a very busy road and there is no reason for not having a barrier at that railway crossing," said Louis Laflamme, store manager.

His employees first called police and ambulances to the scene.

"There wasn't much noise on impact, but before I knew what was happening someone came running in asking that we call for police and ambulances," Laflamme said.

Police are continuing the investigation and said it was too early to say if any charges will be laid.

15/01/1979 *Ottawa Citizen**Lachute**Hull*

Car dragged nine metres by train

A Pointe-Gatineau man and his car went for an unexpected train ride Saturday morning.

Gilbert Gervais, 19, of La Verendrye Blvd., was stopped at a crossing on Montclair Boulevard in Hull waiting for a train to pass when his car was struck from behind by another vehicle.

The impact of the collision shoved Gervais' car against the side of the moving passenger train, where it snagged and was dragged broadside for about 9 metres.

Hull police said the train's engineer, apparently unaware of what had happened, continued on his way without stopping.

Gervais was taken to hospital and released a short time later.

"He's in bed suffering from severe shock," his brother Roger said Saturday afternoon.

"The car is a total write-off and Gilbert can't remember what happened. It really shook him up."

A police spokesman said the driver of the other vehicle, Jacques Blais of 12 Allard St., Hull, was not injured in the incident.

No charges have been laid but the police investigation continues.

18/01/1979 *Ottawa Journal**Lachute**Gatineau*

Train crash victim dies

The victim of a Tuesday morning car-train collision in Gatineau died in Ottawa General Hospital yesterday at 2:30 a.m. Gatineau police say there will be no inquest into the death of 17-year-old Alain Joly of 82 Charlevoix St., Hull. The collision occurred at a railroad crossing at Maloney Boulevard and Paiment Road about 8 a.m. as the computer programming student was on his way to pick up a friend before class.

16/10/1979 *Ottawa Citizen**Lachute**Gatineau*

Train-car crash hurts Hull man

A Hull man is in critical condition in Ottawa General Hospital after the car he was driving was hit broadside by a Canadian Pacific Railways passenger train in Gatineau early today.

A Gatineau police spokesman said the man's name is being withheld until his family has been notified.

Police said the man drove his late model car into the path of the Montreal-bound train after turning left from Maloney Boulevard onto M ontee Paiment.

"It appears he tried to beat the train across the tracks," a police spokesman said.

Damage to the train was minor and it continued on its way following the investigation.

*13/11/1979 Ottawa Citizen*

*Lachute*

Railway crossing warnings worked

An investigation by the Gatineau police has revealed that the warning lights and signal bells at the Montee Paiement railway crossing were working at the time of a fatal car-train collision which took the life of a 17-year-old Hull youth.

Alain Joly, of 82 Charlevoix St., died in Ottawa General Hospital Oct. 16 after the car he was driving was hit broadside by a CP Rail passenger train.

Investigating Constable Paul La-violette said Monday the department's investigation found that Joly turned left from Maloney Boulevard onto Montee Paiement when the traffic light gave traffic on Maloney the right-of-way.

"It was just a case of negligence," said Laviolette. "He didn't wait for the light and didn't see the train."

The accident was the third at the crossing in three years. Previous accidents in December, 1977 and July 7 of this year involved cars running into the side of trains.

*17/03/1980 Ottawa Citizen*

*Lachute*

*Point au Chene*

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-rais, 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.

Number 170 is doomed as passenger train

Barring a last-minute stay of execution by Transport Minister Jean-Luc Pepin, No. 170, the Ottawa-Hull-Lachute-Montreal "milk run" will stop and start no more after Nov. 15. Citizen staff writer Stephen Bindman travelled on the doomed train recently and talked to the people who will be affected by the decision.

On a warm summer's evening, on a train bound for nowhere  
Kenny Rogers, The Gambler

Number 170 is a train bound for nowhere. Sentenced to die in three months' time, it meanders along its daily route with mundane regularity. A stop in Plaisance, one in Fasset and Calumet and even Staynerville. In all, 24 stops along the north shore of the Ottawa River, all at rundown weather-beaten shacks called stations, indistinguishable but for the names on the little marker signs.

It's a two-hour trip between Ottawa and Montreal turned into a four-hour lesson in Quebec geography.

But, barring a last-minute stay of execution, Number 170, the Ottawa-Hull-Lachute-Montreal "milk run", will stop and start no more.

On Nov. 15, along with 12 other "little used" VIA Rail passenger routes, it will fall under the axe of Transport Minister Jean-Luc Pepin.

Pepin says 170 is just not a big enough moneymaker.

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7:30 a.m. Ottawa Station: "Oh it makes quite a few stops," snickers the man behind the ticket booth as he takes \$12 for the one-way odyssey. "Quite a few."

He's got that same sort of sly look on his face as the tour guide who says, "you can't miss it. It's the first on the left."

Conductor J.P. Brazeau has just collected tickets from the 14 passengers who start out in Ottawa, when a milk truck pulls up beside Dayliner 9068.

So, this really is a milk run.

False alarm. It's only unloading into the station. There's no milk on this train . . . not even coffee or tea.

There's no dining car, no caboose, no engine. Just the one self-propelled car two or three on Friday and Sunday nights if it's busy.

"There are no frills on this run, that's for sure," engineman Horace St. Germain says. "They can't operate a train much cheaper than with just two staff."

The seats are uncomfortable and sickly green. The floors look as if they haven't been washed in a week and the lights flicker on and off.

About the only luxuries on number 170 are the bathrooms at each end.

Welcome to the train doomed to die.

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Transport Canada says death was inevitable a simple matter of dollars and cents.

Spokesmen say the route had a "revenue to cost ratio" of only .15, much below acceptable levels. That means for every dollar it costs to operate, the run only generates 15 cents in revenue.

"We had to find the money somewhere," Transport's Robert Tittley said. "On the basis of economics, its performance was below acceptable levels. We decided to eliminate those intercity services that put the heaviest economic drain on the passenger program, but where there are good alternate forms of ground transportation."

Five runs (three express, two local) between Ottawa and Montreal on the Ontario side of the border, some with dining cars and crews as large as 12, have been spared an early death because VIA says they are more profitable.

Surprisingly they are rated only nine points higher at .24

There's a run near Thunder Bay that only rates .04. It is considered an "isolated service" and will survive this round of cutbacks.

But "revenue to cost ratios" mean nothing to passenger Bruno Prudhomme. All he understands about the train, is l-i-f-e.

Like Pepin, he too will have to cut corners to find money for the trips he takes to the Montreal General Hospital for life-saving dialysis several times a month.

For coming on 10 years, the 61-year-old Fasset man has been depending on the VIA "milk run" to get into the big city.

He says it was hard enough when Rene Levesque wouldn't pay for his medical treatment in Ottawa, only 55 miles (88 kms) away. (Montreal is 77 miles (124 kms) away.)

It was even worse when they took away the train station from Fasset four years ago and made it a stop where you actually have to flag down the train.

It's not much fun for a man with a cane.

"This train is very important to me and to a lot of other people like me," he moans to conductor Brazeau. "Instead of sending all our money overseas, they should keep it here and give it to the trains."

There's a Voyageur Inc. bus that stops in Fasset on the way to Montreal, but it gets to Prudhomme's stop at about noon, the same time he's supposed to begin treatment in Montreal.

"If they don't change the bus schedule, and with no train, I don't know what I'll do."

To add to Prudhomme's woes, Voyageur Inc.'s 375 bus drivers have been on strike since June 19. Number 170 is his only way in.

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8:34 a.m. Plaisance, Que.: Six stops, 42 miles (67 kms), 21 adults, five children and two babies later, Number 170 grinds to a halt. It's time for an unscheduled pit stop.

Only four trains use the single track each day. Since 170 makes considerably more stops than the twice-a-day freight run, the latter gets priority on the track.

It's usually waiting at Plaisance. Today it's late, hence the unexpected bathroom break for St. Germain.

But that's the way of the train business these days, the wiry engineman says, passenger trains following on the coat tails of the freights.

The stop puts us 20 minutes behind schedule.

Yawn.

The natives, like 85-year-old Lillean Chenier, begin to get restless.

Chenier knows her trains. The Masson native has been taking them to Montreal to visit relatives since she was a child.

"I'm a farmer's daughter and proud to say it. The first time I went was when I was 10 years old," the cheerful geriatric says. "There were no buses then and Montreal wasn't like it is today."

"What will I do now? There's nothing like the train. It's heaven. Even if it went up in price we'd stay on."

"I guess we'll have to go by car. He's got the car," she says, pointing to her son across the aisle. "He'll drive us."

"Oh no I won't," retorts the son. "Not in my car we won't. It's too expensive. We'll spend our money elsewhere."

"The people on the routes they're improving are just like us. They're no different. How would they like it if we cut off their lines to improve ours?"

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VIA Rail statistics show that 33,000 people rode the North Shore Dayliner run last year that's an average of 47 passengers on each daily trip to and from Montreal. They estimate the 92 seats are only occupied 20 per cent of the time because so many of the easy riders get on and off at different points.

The surviving Ottawa-Montreal runs are occupied twice as much, VIA says.

The official statistics were taken when there was no bus strike. But they were still nowhere near our friendly engineman's unofficial tallies.

Although only 10 went all the way from Ottawa to Montreal on today's run, there were 80 people who got on later, or got off at one of the wayside shacks.

And, from what St. Germain's seen, that's a little less than average.

"We've been averaging about 75 passengers a day," he says.

"No it's about 80 to 100 every run," conductor J.P. pipes in. "Last night we handled 135 passengers. Before Lachute we even had 10 people standing up because there were no seats."

"I hope to hell they don't take it off. It's too good a run to be cut. People in those towns depend on us."

Besides, he adds, "If they cut back all these runs I'll be back worse than I was when I started eight years ago . . . back on the old man's farm."

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10:21 a.m. Lachute, Que: The sleeping, reading and chattering train comes alive again as 16 new passengers get on, and a few get off. Sometimes, the regulars say, up to 75 per cent of the passengers get on at Lachute for the 1¼ hour spin to Montreal. Some of them have started a petition in hopes that if the government won't save the whole route, they'll at least put on a commuter run. One woman, a surgical collar around her neck, gets on, dragging a wire shopping cart behind her. "I'm very dependent on the train, especially in the summer," she says, asking not to be identified. "My mother's been in the hospital in Montreal since June 4 and I've been using this train at least four times a week since, sometimes even seven." "It's crowded everyday. Last Sunday there were people standing all the way." She says the local bus service only drops her at a subway station in the north end of the city a good \$5 cab ride from the hospital. "A lot of elderly people use the train to go to the doctor or just to see relatives or to shop. The only alternative is the bus and it's the pits. It is inconvenient to say the least." But this is one commuter who isn't taking the cancellations sitting down. She's already written letters to local newspapers and to Pepin in Ottawa. "I usually vote Liberal, but if this goes through, I vote Liberal no more. I'd rather vote for someone's dog. Our MP is as useless as I don't know what." "I sure hope Pepin finds Robert Gourd (MP for Argenteuil-Papineau) a good Senate seat, because he sure ain't going to get elected again."

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11:35 a.m. Montreal: More than four hours later, number 170 reaches Windsor Station, a little bit fuller and a little bit older.

Every gambler knows that the secret to surviving, is knowing what to throw away and knowing what to keep. ...

Engineer counts his days until retirement

In three years and six months Horace St. Germain gets his gold watch from Canadian Pacific Railways

. . . three years, six months and counting.

St. Germain has been driving trains for the railway for almost 37 years. He'd like to end it that way too, but he's doubtful he'll get his wish.

For the last year he's been piloting VIA's doomed passenger route number 170 to and from Montreal every second day, stopping 24 times along the way.

But the planned cutback of the Ottawa-Hull-Lachute-Montreal "milk run" has convinced the 56-year-old engine man it's back to the Smiths Falls freight yards to finish out a career.

"I'm sure that's where I'll end up," says St. Germain, a resident of Carleton Place. "They (VIA) didn't tell us anything. We heard through the radio and newspapers. It's a bum way to find out you may lose your job."

Transport Minister Jean-Luc Pepin says there will be few layoffs and \$30 million has been allocated to assist the estimated 1,600 employees affected by the elimination of the money-losing lines, through retraining and relocation. But St. Germain is skeptical.

"I don't know who the papers are talking about for relocating, but it's certainly not us. must be the office staff. We'll just keep getting bumped down the line."

"With no buses here (due to the Voyageur strike in Quebec), they should be adding a train rather than taking it off. I think there is a need for this train, but who am I to tell them what to leave and what to cut?"

"When the railways wanted to get rid of trains, they had to go through proper rules and channels. Now they just forget about them and do it their own way."

Pepin secured the changes through an order in council, bypassing the Canadian Transport Commission (CTC) and public consultation, claiming that process was too time consuming.

*16/11/1981      Ottawa Citizen                      Lachute*

Last call for VIA northshore to Hull, Gatineau, Templeton, Masson-Buckingham

There is a certain irony to the call as it echoes through the nearly deserted Ottawa station, slicing through the early morning fog.

When VIA Northshore Number 170 began its four hour trek to Montreal at 7.30 a.m. Saturday, it was the beginning of the end.

For most of this century, the little passenger train has been as familiar to residents of rural West Quebec as the smell of morning coffee.

The train is the victim of Transport Canada's decision to reduce 20 per cent of VIA Rail's services across Canada. It has been the major, and in some cases, the only, transportation for many West Quebecers.

Lucie Chevrier, whose lively eyes and quick smile belie her 80 years, has been boarding the Northshore at papineauville almost once a week for the past 63 years to visit her sister in Montreal.

Now, she doesn't know now if she will go to Montreal as often.

"I guess I'll have to take the bus but it doesn't leave until noon," she said Saturday. "I'm very upset with the Liberals. They don't understand how important the train is to us."

For Claire papineau the end of the train is a disappointment. Riding the train has been a "tradition" for the past 40 years."

Papineau, who lives in Laval, was returning from a trip to Papineauville to visit her sisters.

"The bus is about double the price", she lamented. "And it takes much longer than the train. I'm so disappointed."

For others discontinuing the Northshore means more than longer travelling time to visit relatives.

Giselle Burke of Montebello has been taking the train to Bordeaux, just outside Montreal, for the last 12 years to visit her doctor.

She's not looking forward to taking the bus.

"My appointment is at 11 Saturday morning, but the bus doesn't leave until noon. I'll have to change the appointment or go to Bordeaux Friday night

Crash could have been avoided: MayorThe Thursday night train-car accident that claimed the life of a Templeton woman and seriously injured her husband could have been avoided, municipal officials say.

Gatineau Mayor John Luck says the Canadian Transport Commission recommended in 1976 that an automatic protection system be installed at the level railway crossing.

But a six-year squabble between Gatineau city officials, CP Rail and the transport commission over the project failed to produce results.

The Chemin du Cheval Blanc crossing had no warning lights or signals when the compact car was crushed by a passing Canadian Pacific freight train killing Pierrette Vaudrin, 36, who lived on Des Fauvettes Street, a block from the accident scene in the east sector of Gatineau.

Her husband Andre, the driver of the car, underwent surgery late Friday afternoon and is in critical condition.

"It's possible they never saw the train at all," Luck said. "There should have been a signal of some sort there. The accident could definitely have been avoided." In September, 1975, Gatineau city council requested that flashing lights be installed at the crossing, Luck said Friday.

Seven months later, the federal transport commission wrote the city that "based on the traffic "circulation, it seems justified to install an automatic protection system."

Such a system should be installed "within a reasonable time" after the roadway leading to ,the crossing was widened and paved, the commission said.

But financial problems over who would pay for the repairs forced the city in 1977 to abandon the project of road improvement. With it, went any hopes for a signal at the crossing.

When the Vaudrins approached the tracks before Thursday night's accident, the road was still only dirt and gravel.

Last July, protests from area residents forced city council to once again request signals. In February, the transport commission agreed the high number of school buses using the crossing warranted the installation of signals.

"It was in the process of being done. There's no question we would have got it eventually," Luck said.

Gatineau Coun. Claude Berard said, "We've been asking and asking and asking. It always takes so damn long. Maybe this accident will teach them."

The Templeton couple, who had been married 14 years, were on their way to their weekly Thursday night volleyball game with friends at a nearby racquet club, when tragedy struck.

"It was just coincidental that they went that way," said Andre's brother Gilles. "It was the first time they went that way to go to volleyball. They usually take Maloney Boulevard."

Pierrette, who owned a small beauty salon in Hull and was the former president of the local hairdressing association, was also an avid swimmer and was taking ballet jazz lessons.

"She was into physical fitness," Gilles said. "She did everything to keep in shape."

Ironically, Pierrette had updated her will just last week, Gilles said. She purchased a second home from her mother a month ago, requiring changes in her estate, he said.

"She joked with us that if she ever died, life would still continue," said Lisette Cayer, a hairdresser at Salon Twiggy, which Pierrette had owned for 18 years.

"She told us that if she ever died, we should continue the business."

So business went on as usual Friday.

"If one of our customers lost a relative, she always used to tell them to be strong because life continues. She was always positive," Cayer said.

Andre, 40, was a salesman for a Plaisance meat wholesaler.

The couple has a nine-year-old son, Benoit.

Gatineau police and transport officials are still investigating the accident.

24/01/1983 *Ottawa Citizen**Lachute**Maloney Boulevard*

Man in critical condition after car-train crash

A Gatineau man is in critical condition after the car he was travelling in collided with a freight train in Gatineau early Saturday.

Gatineau police said the passenger was injured when the car slammed into the side of a CP Rail train at the Maloney Boulevard railway crossing, near the Canadian International Paper mill.

The driver was taken to the Outaouais Regional Hospital and was treated and released.

Police have not released the names of the men, but said they were from Gatineau and in their mid-20s.

An investigation into the 3:15 a.m. accident is continuing.

03/01/1984 *Ottawa Citizen**Lachute**Papineauville*

Papineauville man killed

A 19-year-old Papineauville man was killed when the truck he was driving was hit by a train Saturday.

Robert Brazeau of Major Street in Papineauville died in the 5:30 p.m. collision near his home.

A Quebec Police Force spokes man in Hull said Monday the investigation is continuing and cause of the crash is unknown.

Papineauville is 50 kilometres east of Ottawa on the Ottawa River.

02/04/1984 *Ottawa Citizen**Lachute**Templeton*

Car-train crash kills woman

A woman passenger in a compact car was killed and the driver critically injured in a collision Thursday night with a Canadian Pacific freight train at a crossing on a Gatineau sideroad.

Gatineau police were withholding the names of the victim and injured man, a married couple from Gatineau, pending notification of relatives.

The accident occurred at 8:25 p.m. at the crossing on Chemin du Cheval Blanc in the Templeton sector of the east end of Gatineau.

25/05/1984 *Ottawa Citizen**Lachute*

Man on rails hit by train

An unidentified man is in critical condition in hospital after he apparently attempted to kill himself by sitting in the path of a train in Gatineau late Thursday.

Gatineau police said the victim was spotted sitting on the railroad tracks that run parallel to Ma-loney Boulevard West, near Montee Paiement, at 10:30 p.m. by the conductor of an eastbound freight.

Police said the conductor couldn't stop the train in time to avoid striking the victim, who made no effort to move even though the conductor blew the train's horn.

Gatineau police Const Michel Lafrance says it is believed the man was accompanied by a young German Shepherd dog.

The victim is now at the Ottawa General Hospital. He carried no identification, but is believed to be between 20 to 25 years old.

## Woman badly hurt in car - train crash

A 33-year-old Gatineau woman is in stable condition this morning at Outaouais Regional Hospital after the car she was driving Thursday crashed into the side of a freight train in Gatineau.

Denise Larcher, of Laurier Street, underwent surgery Thursday night for head injuries after the 11:30 a.m. collision at the LaBrosse Boulevard train crossing. The signal lights and warning bells were working when Larcher drove her car into the side of a Canadian Pacific locomotive pulling 42 freight wagons, said Ralph Wilson, a CP spokesman.

As well, the locomotive's front light was on and its bell was ringing at the crossing, he said.

Both Larcher's blue Honda car and the train were travelling at about 25 kilometres an hour when they collided.

The car hit the metal stairs at the front of the engine and spun almost 360 degrees before coming to a stop against a signal post, Brisebois said.

Ambulance attendants with the help of Gatineau policemen moved the car from the post to remove Larcher.

The freight train was travelling from Montreal to Ottawa and was slowing down to enter the Gatineau station when the accident occurred.

There is no barrier at the LaBrosse Boulevard crossing but Wilson said it is rare to install barriers at crossings which have only one track.

Residents living near the crossing said Thursday that traffic is heavy on LaBrosse and motorists often speed on the road.

## Outaouais asks for rail barriers

Outaouais Regional Council asked CP Rail and the Canadian Transport Commission Thursday to install electronic barriers at its train crossings in the region.

The request, made by Gatineau Coun. Louis Simon Joannis, comes a week after a near-fatal accident last Thursday in Gatineau.

Denise Larcher, 33, of Laurier Street, in Gatineau has remained in a coma at the Outaouais Regional Hospital since the car she was driving crashed into the side of a freight train at the LaBrosse Boulevard train crossing.

The signal lights and warning bells were working when Larcher drove into the side of a CP locomotive but Joannis says a barrier might have stopped her.

He said the LaBrosse crossing is near the Gatineau train station and trains often back up on the track, setting off the lights and bells even though no train is coming.

"Many drivers go across the tracks when the warning lights are on because they know the train isn't coming. But this situation invites accidents like this one," he said.

Gatineau Council is to vote Monday on a similar resolution asking for barriers on all six crossings in the city, Joannis said.

He said at least 40 buses cross at LaBrosse each day from a nearby high school.

## Brush with train shakes up pair

Two Orleans men were shaken up Thursday when their van couldn't quite cross rail tracks in time to avoid a CP freight train in Gatineau.

Gatineau police Const. Michel Lafrance said the van was crossing the rails at Montee Paiment and Maloney Boulevard when it was struck at 11:15 a.m.

Benoit Lacroix, 21, of 10th line, and Daniel Lalonde, 22, of Marcoux Street, were treated for bruises at Gatineau Hospital and released.

Lafrance said the signal lights at the crossing were operating when the westbound train caught the rear of the southbound van.

## Two terrified as train pushed car

Two Hull women lived through some horrifying minutes Thursday as their car was pushed about 30 metres after colliding with a Canadian Pacific freight train at a Hull level crossing.

Hull police said the driver of the car was watching for traffic behind her as she attempted to change lanes when she drove onto the train crossing without noticing the warning signals.

Hull Lieut. Gilles Belair said the southbound train, was travelling about five kilometres per hour.

The two women in the car, driver Therese Foucault, 47, and passenger Claire Leduc, 48, walked away with minor cuts.

## Two in hospital after collision between car, train in Gatineau

A Gatineau man and woman are in hospital after their car was hit by a freight train at a crossing near Maloney Boulevard late Friday.

The collision brings to 15 the number of accidents at train crossings in the area in the past year.

Seven people have been killed in that period.

In Friday's crash, police said two other people in the car, including the male driver, were taken to hospital to be treated for minor injuries.

The driver was released early Saturday.

Police did not know the condition of the more seriously-injured victims, who are not being identified.

The collision occurred at 10:55 p.m. Friday when the car was struck by a Montreal-bound Canadian Pacific freight train.

CP Rail spokesman Herb Brooks said the eight-car freight train smashed into the rear of the car at a level crossing on Bel-lehumeur Street, north of Maloney Boulevard.

Brooks said the crossing was marked with electric signal lights and bells, both of which were working.

Police urged motorists to be more careful at railroad crossings early last month after two similar accidents occurred within the same week.

In three of the fatal accidents involving cars in the past year, the crossings were equipped with functioning, flashing signals.

CP Rail's beautiful log station at Montebello, Quebec, has been sold for \$1.00 on the condition that it be moved from its present site. Land has been purchased across the street with the move of the 1930-era station scheduled for next summer (Branchline).

**02/09/1987 Ottawa Citizen Lachute**

Gatineau woman killed, husband injured when train hits car

A Gatineau woman is dead after the car in which she was a passenger collided with a CP Rail freight train in Gatineau.

Georgette Bedard, 35, of Rousseau Street, died at Outaouais Regional Hospital from injuries she sustained in the 1:15 p.m. crash, which pushed the car 200 metres down the track.

Her 33-year-old husband, Guy Lariviere, who was driving the car, is in satisfactory condition at Ottawa Civic Hospital. The couple, who each have a child from previous marriages, were married two months ago.

Witness Yves Dessureault said signal lights and a warning bell were operating at the Greber Boulevard crossing at the time of the accident.

Dessureault said about six cars, including his own, had stopped at the tracks near Maloney Boulevard to wait for the train to cross. He said he heard a car honking its horn and when he looked in his rear-view mirror, saw the car move into the right lane to pass.

It took Gatineau firefighters and police about 30 minutes to remove the couple from the car.

Mike Spenard, a CP Rail spokesman in Montreal, said the train involved in the crash was travelling from Montreal to Ottawa. The train had four locomotives, 35 empty cars and two loaded ones.

The front locomotive was not damaged and no one on the train was injured.

Spenard said the train was travelling about 60 kilometres an hour when it collided with the car.

Gatineau police Const. Jean-Paul Dubois said the car, a 1987 Mustang, was struck on the driver's side and pushed down the track until the train stopped.

There is no barrier at the Greber crossing. Spennard said CP Rail only installs barriers after a municipality requests them and the cost of installation and maintenance are split.

**28/04/1988 Ottawa Citizen Lachute**

For steam buffs National Museums' old CPR steam engine 1201 will be fired up for some short nostalgia trips May 14 and 15. With a string of vintage cars the steam train will pull out of the museum station three times on each of those two days.

It will be a run to Hull and back, but organizers from Bytown Railway Society point out that includes a run over two bridges (Rideau and Ottawa Rivers) and the tunnel at Dow's Lake. The excursions are jointly sponsored by the society and National Museum of Science and Technology.

Plans are already being made for longer trips later, including one to Maxville July 30 for the annual Highland games, and a fall color tour to Pembroke Oct. 2.

Tickets for the short trips are available at the science museum at \$15 for adults and \$10 for children.

**02/08/1989 Ottawa Citizen Lachute Montebello**

STATION RELOCATED: CP's unique log station at Montebello, Quebec, has been relocated 300 metres onto a new foundation in the heart of the village on Notre Dame Street for use as a year-round tourist-history interpretation centre and boutique.

The 33 metre long by 12.6 metre wide station was built in 1931 from logs to complement the nearby hexagonal Log Chateau, now the Chateau Montebello. For many years the station served well-to-do tourists, big name politicians and businessmen on their way to the exclusive and private Seignior Club, which operated out of the Log Chateau. The station last received passengers on November 14, 1981, when VIA RDC-1 6102 made the last passenger run over the Lachute Subdivision.

**22/09/1989 Ottawa Citizen Lachute Hull**

Driver survives car-train crash

A Hull man escaped injury Wednesday when a Canadian Pacific freight train demolished his car.

Jocelyn Galipeau, 26, of St. Joseph Boulevard, was hit while crossing the train tracks on Montclair Boulevard at 10:10 a.m., Hull police said.

Galipeau told police he stopped at the tracks when he saw the flashing lights warning not to cross. But because he couldn't see the train, even though he could hear it, he tried to make it across the tracks.

Galipeau spotted the train at the last second, he said, but wasn't able to clear the tracks. The train slammed into the rear of the car.

**23/11/1989 Ottawa Citizen Lachute Gatineau**

Woman struck by train

A Quebec woman was seriously injured Wednesday morning after she was struck by a freight train.

Gatineau police said the woman was walking down Greber Boulevard at about 11 a.m. and did not notice the bells and flashing lights at the crossing as the train approached.

Micheline Savard, 23, of Gatineau, was in critical condition this morning, but was not in danger of dying, police said. The woman was conscious and talking after the accident.

She was taken to the Gatineau Hospital Centre by ambulance. Savard suffered bruises and injuries to her hip and back.

Canadian Pacific Railway spokesman Mike Spenard said the railway has investigated the accident.

The train, which was made up on only one locomotive, one empty freight car and a caboose, was travelling west at about 70 kilometres per hour.

Spenard said the engineer applied the brakes, but couldn't avoid striking the woman, who was standing about arms-length from the tracks. Savard was walking south on Greber Boulevard, which crosses the tracks near Maloney Boulevard.

Spenard said Canadian Pacific officials checked the level crossing after the accident and found that the bell and lights were working.

Witnesses said the woman either couldn't hear the bell or was ignoring it, said Spenard.

**27/08/1990 Ottawa Citizen Lachute Prince of Wales Bridge**

With Picture.

Hanging on for the last train.

As daredevil boys hang on to the prince of Wales bridge near Lemieux Island steam locomotive 1201 crossed the Ottawa River for the last time Sunday.

"Its extremely dangerous to do that," cautioned Constable Paul Gray of the Ottawa Police. "The boys should know better.

The money-losing city excursions will not continue next year, says Paul Bown, president of the Bytown Railway Society. The train took riders on a 90-minute excursion around the city.

**03/02/1991 Ottawa Citizen Lachute**

Boy injured when train hits snowmobile.

A seven-year-old Gatineau boy was in serious but stable condition Saturday night after the snowmobile he was riding was struck by a train.

Shawn Belanger was injured Saturday morning at Gatineau's L'Ami Drouin picnic site, said Gatineau police Sgt. Jean-Marc Desjardins.

Belanger's father Denis, was driving a snowmobile with two of his children aboard and crossed in front of a train, Desjardins said.

*21/08/1991 West Quebec Post*

*Lachute*

*Masson*

TOWN COUNCIL TO CONSIDER FATE OF MASSON/BUCKINGHAM JUNCTION STATION: To the west of Lachute lies the community of Masson which boasts a hyphenated station name, "Masson - Buckingham Junction". The latter signifies that Masson is the junction with the 4 plus mile "Buckingham Subdivision", which serves its name sake community at the top of the hill overlooking Masson, which is situated on the edge of the Ottawa River. The station there is a long frame structure, dating back to the Quebec, Montreal and Occidental Railway, the original builders of the Lachute Subdivision. Its architecture is very distinctive and decidedly "Quebecois". The last passenger train (VIA No. 177) cleared Masson -Buckingham Junction on November 14, 1981. Since then the facility has been used by Maintenance of Way crews. Now CP wants to remove it. The town council is interested in acquiring it and turning it into a tourist site in a move reminiscent of the community of Montebello to the east where two years ago, the community moved the distinctive log station there to a prominent location on the main street. A feasibility study has been commissioned. Here's hoping that they are successful.

*21/08/1991 West Quebec Post*

*Lachute*

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*21/10/1991 L'Argenteuil Watchman Lachute*

CP Rail shows tremendous patience over disposal of stations. Canadian pacific does not seem overly anxious to proceed with plans for the disposal of its stations at Lachute and Calumet, Quebec. Both facilities are surplus to company requirements. In each case community support for their retention has been strong and the company - in the case of Calumet - has given the town two years to come up with the funding to acquire the facility and convert it into a library. Proposals for the Lachute station are still under consideration with a Save the Station Committee holding an open house on October 23.

*23/10/1991 West Quebec Post*

*Lachute*

*Montebello*

Recession closes station gallery. Financial difficulties have lead to the closure of the tourist information bureau and art gallery, located in the former Canadian Pacific station in Montebello, Quebec. Built of logs - to match the Chateau Montebello - the station was moved from its trackside location to the town's main street in the summer of 1989 and shortly thereafter, opened as a tourist bureau and art gallery. According to the art gallery owner, the station has been "a victim of recession." At the moment the Board of Directors is soliciting the provincial government for funding.

*08/06/1993 Ottawa Citizen*

*Lachute*

Man injured when train strikes car  
A Gatineau man was seriously injured when he stopped his car at a railway crossing Monday. Police say he stopped for the flashing lights on Boulevard de L'Aeroporto about 1 p.m. but forgot to check to his right. An eastbound train slammed into the passenger side of the car. The 49-year-old driver, whose name police did not release, was in critical condition late Monday.



Speedy train makes tracks in Canada

\$6M study looks at investment in Swedish X 2000

A train capable of going 250 kilometres an hour rolled into Ottawa Thursday and its designers are hoping that it will be back on Canadian tracks permanently within a few years.

The Swedish-built X 2000 passenger train, which goes 90 kilometres an hour faster than any conventional train, is in Canada to show members of government and the private sector high-speed train technology. The fastest Canadian train can go 160 kilometres an hour.

Members of the media, government and Canadian Pacific guests took a two-hour jaunt on board the X 2000 designed by Asea Brown Boveri (ABB), a multinational electrical company between Ottawa and Buckingham, Que., Thursday.

A \$6-million Ontario, Quebec and federal government study to be released later this year will decide whether it's feasible to invest at least \$3 billion to put the high-speed trains on the Windsor-Quebec corridor. The X 2000 would cut the Montreal-Toronto journey to three hours from four.

Although the train runs on an electrified line in Sweden, ABB president Peter Janson said Wednesday a diesel locomotive could lead the train, at lower speeds, until existing tracks are modified. The electric X 2000 was pulled Thursday by a U.S. national rail passenger service (Amtrak) diesel train. About \$1 billion would have to be spent to build overhead electric cables, Janson said.

The \$13-million U.S. train is aimed at the business community. It has fax machines, telephones, conference rooms and power outlets for computers.

The X 2000 reduced travel time from Stockholm to Goteborg (455 km), Sweden's two largest cities, to three hours from four-and-a-half. Swedish passengers pay about \$33 on top of regular costs to travel on the X 2000.

"With travel time to and from airports, we are able to compete with air travel," says Joseph Silien, director of business development at ABB. "If high-speed rail travel is to be inherently profitable, we must attract the business people, who are the single largest travelling group."

Train designers have ensured passengers are getting all the benefits of air travel. There is a pull-down tray, an overhead light and a headset.

The slant-nosed train is on loan from the U.S. where it has gone through eight months of rigorous Amtrak testing. It also temporarily serviced the New York City - Washington D.C., lines. Amtrak leased the train from the Swedish National Railway. CP Rail and ABB spent more than \$250,000 to bring the tour to Canada.

Test results showed that, compared to Amtrak's existing Metroliner train, the X-2000 is at least twice as quiet, consumes 40 per cent less energy and travels at speeds up to 40 per cent faster while going around curves.

Unlike conventional trains, the axles of the X 2000 pivot independently. These "self-steering radial trucks" allow the train to maintain high speeds in curves.

Amtrak will purchase 25 high-speed trains by 1997 but hasn't yet decided from whom. It will also test a French and German rapid railway system before making a decision. It's not known if Canada will get promotional tours from the other two companies.

The French high-speed trains, Train a Grande Vitesse (TGV), can go 300 kilometres an hour, but cost twice as much and would require land purchase and construction of new rail lines, says Silien. The X 2000 can run on existing lines.

But the high-speed train does take some getting used to. During the trip, alarms went off in some bathrooms.

It seems the hand flusher has been replaced with an electrical one. A red dot on a picture of a toilet indicates the (lusher and it seems some passengers got confused with an emergency button used to call an attendant.

There were no injuries, just a few red faces.

21/08/1993 *Le Droit**Lachute**Montebello*

ALL ABOARD FOR MONTEBELLO?: Negotiations are now taking place between la Compagnie de chemin de fer Choo Choo Inc., operators of the Hull, Gatineau and Chelsea Railway, and CP Hotels' Le Chateau Montebello about the operation of a steam tourist train from Hull to Montebello, Quebec, over CP Rail's partially embargoed Lachute Subdivision. The project has the backing of area municipalities as well as hotel management. What is unclear is CP Rail's position. Were some type of accord to be reached, Choo Choo Inc., has stated that additional equipment would be purchased from Sweden to operate the service. Currently Choo Choo Inc. operates the Wakefield steam train from Hull to Wakefield, Quebec. (Branchline)

07/12/1993 *Le Droit**Lachute**Montebello*

MONTEBELLO STEAM TRAIN: Choo Choo Inc., the company which operates the Hull-Wakefield steam tourist train, is negotiating a deal with CP Hotels and CP Rail System to run steam-powered tourist excursions between Hull, Quebec, and CP Hotels' Chateau Montebello in Montebello, Quebec. The hotel is located adjacent to the partially-embargoed Lachute Subdivision. According to Choo Choo Inc. president Marc Grondin, "We have had several requests and have made a marketing study which proves we could undertake excursions to Montebello. It's further than Wakefield, but the track is easier and regulations would allow us to go faster so the trip could be made in less than two hours. If the operation goes through, it will be financed entirely from private sector investments, unlike the Wakefield operation which is a combination of government (all levels) and private money. In anticipation of the new service, Grondin has indicated that he would purchase two additional locomotives plus cars. The origin of the new rolling stock is uncertain. Some press accounts have stated that it would be Swedish equipment while there are other suggestions that North American equipment (from the United States) might be utilized. (Branchline)

09/03/1994 *West Quebec Post**Lachute*

SAVE THE LACHUTE SUBDIVISION: A group from Quebec's lower Ottawa Valley wants to prevent Canadian Pacific from abandoning its Lachute Subdivision between St-Augustin and Thurso. The line has been identified for a possible tourist train operation which would focus on the world-famous Chateau Montebello Hotel in Montebello. According to Papineau MNA Norm MacMillan, "Montebello wants to do something like the Wakefield tourist train. I can understand CP Rail wanting to close down the track if they're not making any money, but maybe we can", said MacMillan (Branchline).

01/10/1994 *Ottawa Citizen**Lachute*

Mother, child hurt in car-train crash

A woman, 25, remained in a Hull hospital with serious head injuries late Friday after a collision between a car and a train in Gatineau. Police said the woman was driving west on Maloney Boulevard at about 6:30 p.m. when she turned right on ' to L'hopital Boulevard and col-; Ikied with a train at a level crossing. A child, 3, in the car ' sustained minor injuries.

08/03/1995 *West Quebec Post**Lachute*

LOG TRAINS ROLL ON THE LACHUTE SUBDIVISION. After a lengthy absence, log trains have returned to CP Rail System's Lachute Subdivision. The western end of the line, which follows the north shore of the Ottawa River, serves a number of pulp and paper mills and, in its glory days, also carried many shipments of logs. This traffic disappeared for a number of years but is now back, thanks to poor local demand for softwood logs and a surging demand south of the border. Tonnes of hemlock logs are being shipped by rail from Buckingham to Glens Falls, New York. The 400 km journey is cheaper by rail than using logging trucks. There are also plans to ship logs to Trois-Rivieres, Quebec, as well as Quebec City. (Branchline)

05/04/1995 *Canadian Press**Lachute*

Company endorses railbus study.

Canadian Pacific will participate in a study of the use of busses on rail corridors in the National Capital Region. This study, launched by the Outaouais Regional Government, will examine the use of commuter busses on rail rights-of-way. The regional Government launched the study after rejecting a CP Rail proposal to set up an inter-provincial commuter rail system linking Gatineau and Hull, Quebec with Ottawa.

PROVINCE PROTECTS LACHUTE SUBDIVISION FROM ABANDONMENT: The Province of Quebec has moved to prevent Canadian Pacific from dismantling that portion of its Lachute Subdivision between a point near Ste-Therese (mileage 28.0) and a point near Thurso (mileage 90.1). The company had received the necessary authority from the NTA to abandon the segment.

The Province of Quebec was able to invoke its Law on Special Development and Urban Planning to save the line, following requests made from politicians of affected communities along the line. The law protects the line from abandonment for up to two years, after which decisions will be required as to whether or not the abandonment will be allowed.

The Lachute Subdivision connects Montreal and Ottawa and is the only CP line to do so on a direct basis. Presently, the line is operated as two segments. Service from Montreal to Ste-Therese is provided by trains operating out of St-Luc Yard while service from Thurso west is provided by trains operating out of Ottawa. Most traffic between Thurso and Ottawa is forwarded to CP's main line via Bedell and a connection with the Winchester Subdivision. (Branchline)

28/09/1996

*Ottawa Citizen**Lachute**Gatineau*

Gatineau man in hospital after his car strikes train

A 27-year-old Gatineau man is in serious but stable condition after smashing his car into a Montreal-bound train Thursday night at a Gatineau railway crossing. The man was travelling south on Montee Paiement when he struck the side of the train at Maloney Boulevard. Firefighters used the jaws of life to free the man from the wreckage and he was transported to Gatineau hospital.

02/02/2008

*Ottawa Citizen**Lachute*

Quebec railway upgrade coming

The federal and Quebec governments will spend \$14 million to upgrade the Quebec-Gatineau railway by replacing railway ties and ballast along the 483-kilometre freight line between Quebec City and Gatineau. The railway links industrial centres in Quebec City, Montreal, Lachute and Gatineau. Genesee Rail- One the Canadian subsidiary of Genesee & Wyoming Inc. bought the line from CP rail in 1997. The regional railway ships products such as wood, paper, particle board, ore over short lines to the U.S.

01/05/2010

*Ottawa Citizen**Lachute**Hull*

Gatineau's transit company has bought the rail line between the Prince of Wales rail bridge and Montee Paiement to build a busway, but its plans should hearten Ottawa transit advocates who still hope to see commuter trains cross the Ottawa River.

Spokeswoman Céline Gauthier said the Société de transport de l'Outaouais will pay Chemins de fer Québec-Gatineau Inc. \$2.5 million for the 15-kilometre disused rail line. The STO plans to remove the track on land to complete a 12-station \$233.5-million bus transitway by fall 2011.

But Gauthier said the STO will rebuild the rail line next to the Gatineau busway when the road is completed, in case the line is needed in the future. The STO will own the line through the Société de transport ferroviaire de Gatineau (Gatineau Railway Company).

The City of Ottawa owns the Prince of Wales Bridge, which links the STO's new rail line with the current end of Ottawa's O-Train line at Bayview. The city bought it from Canadian Pacific in 2004, with an eye to someday extending Ottawa's rail service to collect and drop off passengers on the Gatineau side. Gatineau has resisted, since it settled on a bus-based system for its transit future, but the STO's promise to re-lay tracks to the bridge at least leaves open the possibility of a rail connection between the cities.

"We are working on a study of a link between the two cities with the National Capital Commission and the City of Ottawa," Gauthier said. "The options for linking downtown Ottawa to the downtown Hull sector will be released this summer or fall.

"There will be several crossing options, but I can't say what they will be. We don't know yet whether one of the crossings could be the Prince of Wales Bridge which is owned by the City of Ottawa."

Marie Lemay, the chief executive of the NCC, said the study will determine how to integrate the two transit systems.

"They are looking at a number of short-, medium- and long-term solutions and I hope we will be able to share those with the public in June," Lemay said. "The Prince of Wales Bridge is definitely being considered in all the scenarios.

"Another thing that is being examined is a commuter loop around Confederation Boulevard. At the end of the day the STO and OC Transpo will have to agree with the results of the study because we can't impose a solution."

16/06/2010

*Eastern Ontario Review**Lachute**Lachute*

MRC Argenteuil seeks symbols of the past

Lachute. On September 24 and 26 the history of the Lachute train station is expected to come back to life, when city officials cut the ribbon and officially inaugurate the newly restored train station.

Now home to Tourism Argenteuil, Collective Transport and a slew of other regional services, the former train station is once again open to the public, after sitting behind boarded windows for over 20 years.

"We have opened the doors to the exterior populations so that they might rediscover the train station. Our seniors may remember it when it was a train station and those under the age of 30 can discover it for the first time", said Lachute mayor Daniel Mayer.

It is the intention of city officials to use the former train station as a living museum in which photos and articles from Argenteuil's past are displayed for public viewing. Stained glass windows from St. Julien's church are already on display, as are signs and pieces of art and memorabilia.

The MRC Argenteuil is seeking photos of the train station as well as objects that document the history of the region, so that his public buildings might be better preserved.

During Quebec Cultural Day on September 28th, the doors to the train station will be thrown open and an invitation has been issued to those who might like to tour the building and view some of the history of the region.

If you have photos you would like to share contact [news@laurentianreview.ca](mailto:news@laurentianreview.ca)

06/05/2015

*CBC News**Lachute*

The historic Wakefield steam train that's been offline for the past four years could be back on the rails by 2017, but its new route likely won't take it through the town that made it famous.

The Compagnie de Chemin de Fer de l'Outaouais, or CCFO the corporation managed by the municipalities of Gatineau, Chelsea and La Pêche that oversees the train — decided Wednesday on its new route, which will run from Masson-Angers to Montebello.

The Montebello route was chosen over two other proposals: an urban route through Gatineau and another route that would have taken the tourist train back to Wakefield.

'Confused and disappointed'

The decision to run the train to Montebello instead of Wakefield is an unfortunate one, said Marc Fournier, president of the Wakefield Steam Group.

"We're confused and disappointed. We've fulfilled all the requirements and still we end up with no project," said Fournier, who owns a confectionery in the town. "It belongs in Wakefield."

Fournier added he's not ruling out the possibility his group will buy a different vintage steam train and operate its own tourist run.

The century-old train hasn't been in operation since 2011 when the rail bed between Gatineau and Wakefield was washed out during heavy rains.

The promoters of the Montebello route now have until the end of August to get their finances in place and shorten the route from the current three hours to 90 minutes.

If all the requirements are met, the train could be in operation along the new route by 2017.