

Local Railway Items from Area Papers - Prescott Subdivision

03/10/1884 Ottawa Citizen Prescott Chaudiere

Station Changes. Since the removal of Mr. C.W. Spencer to Montreal considerable changes have been made in the offices at the Union Depot, which will greatly facilitate the transaction of business, so far as the public are concerned. In connection with this it may be stated that the new coal dump, to which allusion was made some time ago, is now nearly completed and in a few days will be ready to use.

09/10/1884 Ottawa Citizen Prescott Chaudiere

A new weigh house is being erected at the east end of the new coal dump at the Canadian Pacific station here. This will be a great convenience to coal purchasers, as it saves them considerable time and cartage in the delivery of their fuel.

24/10/1884 Ottawa Citizen Prescott Chaudiere

The Canadian Pacific Railway company is conferring a great boon on the public who have business to do at the Union depot. Hitherto the yards about it have been a mass of abominable mud. They are now being graveled and there is every prospect that they will be more comfortable both for vehicles and pedestrians than heretofore. If the corporation could only mend the roads leading to it the public would feel still more obliged.

04/11/1884 Ottawa Citizen Prescott Chaudiere

Yesterday morning a shunter in the employment of the Canadian Pacific Railway whilst standing on top of a car being shunted on the St. L. & O. branch was struck on the neck by a telegraph wire and was thrown into the cab.

23/08/1885 Ottawa Citizen Prescott Chaudiere

Change of stations.

The trains on the St. Lawrence and Ottawa Railway yesterday, for the first time, arrived at and left from the Union station in place of the Sussex Street station as formerly.

16/10/1885 Ottawa Citizen Prescott

Freight traffic has so increased of late on the St. Lawrence and Ottawa Railway that it has been found necessary to put on a special freight train. Three trains a day now run from Prescott to the city, namely one passenger and two freights.

27/03/1886 Ottawa Free Press Prescott Rideau Canal

A new wooden swing bridge is being erected on the line of the St. L. & O. railway over the Rideau canal. Quite a large number of builders are engaged in the work.

24/07/1886 Ottawa Citizen Prescott Bedell

When the Smiths Falls line of the Canadian Pacific is completed, instead of western Ontario passengers going to Ottawa via Carleton Place, they will be transferred at Kemptville Junction, two miles from Kemptville, to the St. Lawrence and Ottawa Railway which is now operated by the Canadian Pacific. The train service on the St. Lawrence and Ottawa will be greatly improved. - C.P. Central Canadian.

10/08/1886 Ottawa Journal Prescott Union Depot chaudiere

The first through tea train over the Canadian Pacific, between Vancouver and Montreal, passed through Ottawa on Saturday afternoon. It consisted of ten cars and contained the cargo of the S.S. R.B. Flint. A curious crowd inspected the train during its ten minutes' stay at the Union Depot.

08/09/1886 Ottawa Journal Prescott Union Depot chaudiere

Two tea trains from the Pacific coast are expected to pass through Ottawa tomorrow forenoon, en route for Montreal.

13/12/1886 Ottawa Journal Prescott Rideau River

Brakeman Britt killed by falling off a freight train. Last seen at Chaudiere station - more.

11/03/1887 Ottawa Journal Prescott

The Prescott branch of the C.P.R. has been blocked up with snow for nearly a week. Several passengers arrived from Prescott this morning and relate that after waiting three days for a train hourly expected to arrive they were obliged to come to Ottawa by way of Brockville.

12/04/1888 Ottawa Journal Prescott

A consignment of forty carloads of tea passed through the city yesterday on the C.P.R. en route for Montreal. The consignment is for local dealers there.

30/06/1888 Ottawa Citizen Prescott Prescott

On Wednesday evening last some men stole a handcar on the St. Lawrence and Ottawa Railway and proceeded to work themselves to Prescott. There they were arrested and Constable Hornidge, of the C.P.R. yesterday locked up the four of them, John Callaghan, David Shields, P. Connor and J. McManus.

04/07/1888 Ottawa Citizen Prescott

The train which conveys the excursionists to Ogdensburg to-day consists of twelve cars.

27/10/1888 Ottawa Free Press Prescott Chaudiere

The new C.P.R. siding has been finished to the Barnes & Co. shook factory.

13/11/1888 Ottawa Free Press Prescott Chaudiere

The C.P.R. are presently putting down a new siding to the shook factory. Messrs. Barnes & Co's. concern is much improved by the introduction of the incandescent electric light.

04/01/1889 Ottawa Free Press Prescott Chaudiere

Messrs. Barnes & Co.'s shook factory on the Chaudiere have doubled the number of their employees during the past week having started to work by night.

15/01/1889 Ottawa Journal Prescott Chaudiere

The CPR company intend constructing a new coal shed at Union depot for the accommodation of the local coal dealers receiving coal over their lines.

31/07/1889 Ottawa Free Press Prescott Chaudiere

Repairs are being made on the Canadian Pacific Railway Co.'s round house on the Richmond road. The old brick work is being replaced by new material.

20/08/1889 Ottawa Journal Prescott Manotick

A new station house is being erected here by the C.P.R to take the place of the old one burned down last spring. The new building promises to be a very commodious one, the part intended as the agents dwelling house to be two story. Congratulations are extended to the agent, Mr. T.N. Johnson and family, who, since the burning of the old station have been boarding with Mrs. Johnson's father, Mr. H. Tomkins.

21/08/1889 Ottawa Citizen Prescott Manotick

The C.P.R. company are erecting a new station at Manotick to take the place of the old one which was burned. The new building will be much superior to its predecessor.

06/11/1889 Ottawa Free Press Prescott Chaudiere

The Canadian Pacific railway intend to lay sidings shortly to Messrs. Warcock and Martin's mill on the Richmond road for the purpose of more conveniently shipping grain.

03/02/1890 Ottawa Free Press Prescott Chaudiere

Full account of the fire in the C.P.R. car shed.

--in the car shed at the time were fifteen cars and the government cars "Ottawa" and "Jamaica".--

West of the shed was the piled lumber belonging to Mr. Barnes of the box shook factory.

There was no prospect of saving the remaining four in the shed. --Three passenger cars and the car "Jamaica" were furthest in the shed. The government car "Ottawa" was next and in the hope of saving it, it was dragged out and deluged with water. The flames, however, had got too great a hold on it.--

From other sources it was learned that the loss through destruction of Lady MacDonald's private car would be about \$15,000. The car cost originally \$20,000. It was formerly used by Mr. Chapleau, when that gentleman led the Quebec government and when purchased by the Dominion government was fitted out in most luxurious fashion. The "Ottawa", Mr. Schreiber's car is not wholly destroyed. It is probably worth about \$10,000. The other cars destroyed consisted of two first class, Nos. 51 and 63 and two second class cars Nos. 73 and 49. An official estimate put the loss at about \$20,000. They were not modern coaches but had been for some time in use. The Governor General's car was in a dangerous position, but was brought out of danger without receiving so much as a scratch.

Skeletons of Cars.

The trucks of all of the cars are not seriously damaged, and will be available for use again. The upper portions, however, are mere skeletons. A charred and blackened skeleton is all that remains of the famous "Jamaica" car. A great heap of carpets, rugs and blankets reposes on the tracks with fragments of metal and glass, the remains of the luxurious fittings. One end of the "Ottawa" is a black and charred mass, but on three quarters of the car the varnish is still fresh, though almost every window is smashed; the chandeliers are lying in fragments inside, and the upholstery is begrimed with dirt inside.--

Destructive fire.

Probably \$30,000 loss at the CPR station.

The passenger car shed, containing the Governor General's, Lady McDonald's and other special cars destroyed - six valuable carriages gone.

What had the appearance of being the forerunner of a devastating conflagration broke out this morning a few minutes before one o'clock at the CPR station. At fifteen minutes to one No. 18 fire box rang the alarm, and with commendable alacrity all the brigades in the city were soon at the scene of action, where it was discovered that the fire had originated in the passenger car shed, containing at the time some fourteen fine cars, just adjoining the station, and dangerously contiguous to the innumerable piles of lumber belonging to Messrs. Barnes of Rouses Point. Considerable delay was occasioned in the fixing of the leading line of hose by one of the hydrants being frozen, but that difficulty overcome, the men under the superintendence of Chief Young, began to put in effective work. The flames in full headway.

By this time, however, the flames had got complete hold of the shed and its contents, and were assuming alarming proportions, and as the lurid tongues of fire leaps into the air, growing momentarily fiercer and more intense, the heavens became illuminated with a brilliancy which transformed the darkness of night into the brightness of noonday sun and which must have been visible within the radius of many miles.

No. 2 was the first to arrive, followed by the men of number 7, the new station of Dalhousie ward, and soon five lengths of pipe were laid and a copious supply of water pouring on the burning mass.

Valuable cars.

The shed in question was that the north end of the station and measured 200 feet by 40 feet. It was used for the housing and cleaning and repairing of cars. At the hour mentioned it contained quite a number of handsome and valuable carriages, whilst a great amount of rolling stock lay around at various distances from the shed, in all a total of about twenty cars.

Trying to get the cars out.

With great promptitude the station authorities set to work to remove the cars, but the flames spread with such rapidity and fierceness that the work had to be abandoned.

The "Victoria" saved.

Amongst the saved property, however, was the Governor General's car "Victoria." The "Ottawa" was caught by the fire whilst being rescued and is now a useless smoldering mess. Altogether six cars were sacrificed including Lady McDonald's "Jamaica" the car in which she made the trip to British Columbia, which resulted in her interesting sketches, the notes for which were made on the car.

A New Danger.

Running parallel with the shed separated only by a line of rails a lengthy freight train lay and as the flames grew in strength it was impossible to place one's hand against the cars without getting burned and scorched. This added a new danger, and attention had to be turned in that direction with satisfactory results.

Surrounding the blazing fires were immense piles of timber which to the unaccustomed seemed bound to be doomed to destruction. These piles of wood are built close together and stand within a few feet not more than six in several instances around the blazing mess. Myriads of sparks and burning matter were flying in every direction. The firemen worked hard to save the piles and succeeded. The energy and courage with which they worked to confine the fire was spoken of by all who witnessed their exertion with admiration.

It soon became evident that the shed and its contents were doomed and the intense heat was one of the greatest difficulties the firemen had to contend with.

Steel rails twisted like shavings.

So bad did it become that the steel rails were twisted and turned like shavings of wood. Two lengths of hose were kept continually in the direction of the wood piles with good effect.

Fireman Lavelle injured.

Shortly after the outbreak a beam fell on fireman Lavelle, of No.7 station, injuring him somewhat severely. He was conveyed home. About three o'clock all danger was over and once more Chief Young and his gallant men were victors. It had been a hard fight and the victory was a glorious one.

The amount of damage cannot be reckoned yet but from a rough estimate the loss cannot be far short of \$25,000 or perhaps \$30,000.

No cause can be assigned for the origin of the blaze but the rumor that the overturning of a lamp had started it gained considerable credence by the crowd.

At 3 20 the work at the station was going on as usual, but where a few hours before some of the most luxurious traveling carriages the world knows had been under cover and now lay a smoldering mass of wood work and upholstery. The return blow was sounded at ten minutes to four.

The Scene Today

The JOURNAL again visited the scene of the disaster this forenoon when, in the broad light of day the full extent of the damage was seen at a glance, and the intensity and power of the ravaging element fully demonstrated. The aspect is one of utter desolation. The total loss is the destruction of the shed and two first class cars, two second class cars, Lady McDonald's coach "Jamaica" and the partial destruction of the car "Ottawa" which belongs to the government.

A careful though hasty estimate of the financial loss places the amount at \$25,000 or \$30,000, not more. No official inspection has yet been made and this estimate must be considered premature.

It is not known in the city today whether or not the loss is covered by insurance beyond the fact stated that neither Canadian nor British offices are interested.

The origin of the outbreak is still clouded in mystery.

Praise is being awarded the officials and railway employees who worked hard and heroically to save property. There were 25 cars in the yard at the time.

03/02/1890

Ottawa Citizen

Prescott

Chaudiere

At one o'clock this morning fire broke out at in the car shed of the Canadian Pacific Railway nearest the northern end of the railway yard. There were in the building at the time about fifteen passenger coaches, including the Government car "Ottawa" and Lady MacDonald's handsome special coach "Jamaica". It was a quarter of an hour after the blaze first broke out that a yard man pulled the alarm at box 18 corner of Broad and Queen streets. By this time the fire had gained such headway that ere the reels were on the road, although all turned out promptly, the red glare of the flames was visible all over the city. Hundreds of people, awakened from their slumbers by the rattle of the flying reels, looked out of windows and doorways at what appeared to be an immense conflagration in the most dangerous part of the city, the very midst of the lumber piles. And so it proved to be. A further delay was caused by the yard engine, which was shunting up and down endeavouring to pull the accessible cars out of the way of the fire, so blocking the tracks and preventing the reels from getting to the hydrants. It was

A DESPERATE CASE

when at length the first hose was coupled and the first stream directed on the burning mass, for the shed stood in the very midst of millions of feet of dry lumber. On the western side of the shed stood the lumber owned by Mr. Barnes, of the box factory near by, was so close to the walls of the burning building as to leave scarce room for a person to pass, even had the great heat not made it impossible to have done so. A few feet from the southern end of the shed is the large stable owned by Mr. John Rochester, and the fact that neither lumber piles nor stable received other damage than a slight scorching, speaks more than volumes of praise for the efficiency of the fire brigade. Driver Tom Beatty's yard engine had done yeoman service for the company, for of the 14 coaches within the shed when the fire broke out, nine had been pulled out of the ruin and as many more had been standing on the side tracks leading into the shed. This left

four

CARS IN THE FLAMES

and these, from the inflammable nature of their construction, gave forth an intense heat. There is an extra strong pressure from the hydrants in this section and from these such volumes of water were poured on the flames, that in little over an hour they were pretty well drowned out. It was impossible, of course, to save the car shed, as that, together with the cars within, was beyond hope when the brigade arrived.

More

The shed contains three parallel tracks and had under its roof about fifteen cars. The furthest in the rear were the three passenger coaches and the private car "Jamaica" which were totally destroyed. Next came the official car "Ottawa" which was pulled out and subjected to a heavy stream of water, but too late to save the coach from almost utter ruin. This shed was used to house passenger coaches not immediately wanted and those undergoing repairs. In some of these the heating apparatus is kept going and it is thought the fire was possibly carried by a spark or possibly by the overheating of one of these furnaces.

THE ESTIMATED LOSS

No official estimate of damage --three passenger cars at \$8,000 each and the two official coaches at \$18,000 each -- loss probably \$60,000-\$70,000.

So intense was the heat within the shed that the iron work of the cars, and even the steel rails, were melted and twisted in all shapes. -- best bit of firefighting --

11/04/1890

Ottawa Journal

Prescott

Gloucester

Mr. Prud'homme of St. Constant, Laprairie county was loading potatoes on a car on a siding at the Gloucester station on the C.P.R. when a west bound train approached. In order to assist his operations he had laid a log across the main track. This he hastened to remove but he was not quick enough. The flying rod of the approaching engine caught him in the back throwing him unconscious into the car. The injured man was taken into the train and brought to Ottawa .. Also reported in the Citizen.

07/07/1892

Ottawa Free Press

Prescott

Notwithstanding the statement in this morning's Citizen to the contrary, the Free Press is able to assure its readers that the transfer of the St. Lawrence & Ottawa railway to the Grand Trunk will shortly be made public. More.

03/08/1892

Ottawa Journal

Prescott

Experimental farm

About 175 members of the Glengarry and Stormont Farmers Institute arrived in the city yesterday afternoon by C.A.R. They went in a special C.P.R. train to the Experimental Farm and were shown over by Prof. Robertson, the acting director and were much pleased by what they saw.

26/08/1892

Ottawa Journal

Prescott

Bedell

The Kemptville Advance says: While Mr. and Mrs. Hadden of the Junction were coming to the lower depot on their R.R. bicycle on Saturday evening, they had a narrow escape from being thrown off their vehicle by a pile of stones, which had been placed on the rails near the bridge. Mr. Hadden fortunately saw the danger ahead and averted an accident. Had it been a passenger or freight train instead it is difficult to imagine how serious an accident it might have been. We understand the C.P.R. authorities are likely to investigate the matter.

27/08/1892

Ottawa Citizen

Prescott

While Mr. and Mrs. Hadden of the Carleton Junction were coming to the lower depot on their railway bicycle on Saturday evening they had a narrow escape from being thrown off their vehicle by a pile of stones which had been placed on the rails near the bridge. Mr. Hadden fortunately saw the danger ahead and averted an accident. Had it been a passenger or freight train instead of a bicycle it is difficult to imagine how serious an accident it might have been. The Kemptville Advance understands the C.P.R. authorities are likely to investigate the matter.

29/09/1892

Brockville Recorder

Prescott

Prescott

Seventeen carloads of Japanese and Chinese goods crossed the river from Prescott last week.

06/10/1892

Brockville Recorder

Prescott

Prescott silk

The most valuable freight train that has passed south on the Utica road this summer left Ogdensburg Friday night last. It consisted of three cars of silk from China and Japan valued at about \$210,000; four cars of tea and Chinese merchandise; four cars of nickel matte and one of red oxide paint. Lumber and general merchandise made up the balance of the train, the value of which is roughly estimated at \$250,000.

18/05/1893

Ottawa Journal

Prescott

South Gower

The C.P.R. have begin digging at their gravel pit on the Prescott branch near South Gower and have nearly one hundred men employed.

18/01/1894

Brockville Recorder

Prescott

Kemptville

A Kemptville correspondent says the C.P.R. station there is likely to be closed temporarily if not permanently.

21/07/1894

Ottawa Free Press

Prescott

Article entitled "Along the St. L. & O." Mainly concerns history of the towns.--

Leaving Ottawa the first station on the railway is Chaudiere junction, the next Gloucester, the third Manotic-- Osgoode station. This wanders into a senseless diatribe concerning the subsidies to the C.P.R., Suez canal etc.

21/09/1894 Brockville Recorder Prescott Kemptville

In connection with the attempt to wreck a C.P.R. train near Kemptville recently by placing ties on the track, the Advance says, "C.P.R. constable Ross yesterday lodged in the lock up here Wm. Prosser, a resident of the township of South Gower, who is about 55 or 60 years of age, who is suspected of having committed the depredation, Naturally it was a great surprise to all, as little or nothing was ever heard against the man. He is a man of poor circumstances, not looked upon as being very shrewd or sharp, and for many years, it is said, he has acted as grave digger of South Gower cemetery. He was being tried before Magistrate Sellick last night as we went to press. Sufficient evidence was offered against the man to warrant Magistrate Sellick committing him for trial. He was brought out here last night and lodged in jail."

05/10/1894 Brockville Recorder Prescott Kemptville

The case against Chas. Prosser, of Kemptville, charged with placing obstructions on the C.P.R. track near that place, details of which have already been given in the Recorder, was called before Mr. Justice McDonald at 11 o'clock Saturday forenoon. After hearing the evidence which pointed strongly to the fact that the prisoner was lead into making a confession of the deed, this confession was thrown out and Prosser acquitted. --

12/10/1894 Brockville Recorder Prescott Prescott

A carload of Kangaroo skins crossed the river from Prescott last Friday.

25/01/1895 Brockville Recorder Prescott Kemptville

The station on the old St. Lawrence & Ottawa Railway at Kemptville has been closed by the C.P.R. and freight and passenger business has to be transacted at the junction two miles out.

The Advance says the people are very indignant at the government for allowing the C.P.R. to close the lower station. The mail has to be carried two miles to the junction.

25/01/1895 Renfrew Mercury Prescott Kemptville

The people of Kemptville are highly indignant at the action of the C.P.R. in closing the principal station there. All the hands have been dismissed and the townspeople who travel and the mails are forced to go to the junction station two miles from the village.

11/02/1895 Renfrew Mercury Prescott Kemptville

The C.P.R. has restored to Kemptville the station within the village limits, instead of compelling passengers to go to the Junction two miles distant.

01/03/1895 Brockville Recorder Prescott Prescott

Construction of the Prescott elevator.

--A track from the Canadian Pacific road will be built parallel to the front of the building, passing just within the northerly side and continuing outside on a trestle a sufficient distance to allow a train of empty cars to pass within the building so the cars can be loaded as they are brought back.--More

19/07/1895 Ottawa Free Press Prescott Richmond Road

Messrs. Noah L. Piper and Son, of Toronto, have just completed the work of erecting a set of their patent street gates at the Richmond road crossing of the Canadian Pacific Ry. These gates cover both sidewalks and street, and will be a great protection as there is very heavy traffic on this road.

06/08/1895 Ottawa Citizen Prescott Prescott

The new elevator being built at Prescott should be ready by the end of the month--

21/11/1895 Ottawa Citizen Prescott Prescott

New elevator - description and drawing.

30/04/1896 Ottawa Citizen Prescott Kemptville

An accident occurred at Kemptville about 2 o'clock. When Conductor Powell of the special freight train was approaching the station, Engineer Daniels noticed the target turned against him and whistled for brakes, as he was being thrown on to the side track which was partially filled with empties. Having reversed his engine, applied the brakes, he was going to run into the cars on the siding and prepared to take the worst. Baggage man Sanders, who was busily engaged with baggage, not knowing the exact time, heard the train approaching and thinking it was No. 16 Conductor O'Leary's train from Prescott, ran up to the switch and threw it, as was his custom almost daily - a freight special so near passenger train time being a rarity. He immediately saw his mistake but was so upset as to be able to throw back the switch in time so as to avoid the accident which resulted. The truck of a freight car loaded with lime was thrown out by the engine, just far enough on to the main track to catch the truck of the tender, and a car loaded with calves was torn from the track. The engine uplifted ties and rails as it proceeded. No person was hurt and the passenger trains arriving from north and south exchanged passengers, mails and baggage and returned, losing only about one hour's time.

12/02/1897 Brockville Recorder Prescott Prescott

On Friday evening last a whole train load of rice, 19 cars, was taken across the river from Prescott to Ogdensburg en route to New York. The rice was shipped from Kobe, Japan.

09/04/1897 Brockville Recorder Prescott Prescott

Work on the large addition to the Prescott elevator is nearly completed. Double tracks are to be laid in for the loading of railroad cars, making three lines of tracks into the elevator proper. All the piles are driven ready for the ties and rails.

03/12/1897 Eastern Ontario Review Prescott Ottawa

Joseph Birch, 27 years of age, a yard man at the C.P.R. station, was kill [sic] Saturday morning in the yard while coupling cars. When the "Soo" train was being made up Birch got between two cars to do the coupling, and the cars coming suddenly together he was caught and so badly that he died in a few minutes. He leaves a wife but no children.

02/02/1898 Ottawa Free Press Prescott Ottawa, Broad Street chaudi

At nine o'clock last night an alarm of fire was sounded from box 141, Martin & Warnock's mill, on the Richmond road, for a fire in one of the sheds in the C.P.R. yard. When the brigade arrived the whole roof was ablaze. As a high wind was blowing at the time a second alarm was pulled. Two streams were played on the blaze which was quickly extinguished.

12/05/1898 The Record, Chesterville Prescott Kemptville

Burglars at Kemptville.

Blew the safe in the CPR depot but got no money.

Kemptville May 5. Burglars entered the lower CPR depot last night, blew the outer part of the safe all to pieces but failed to get into the cash department. Mr. Cassidy, teamster for Bowen's Roller mill, went to the stable to feed and prepare his team for an early start for Morrisburg. While in the stable the burglars followed him up, locked him in the stable and proceeded with their work. All the plaster is knocked off the station rooms and everything in pandemonium style.

09/06/1899 **Ottawa Citizen** **Prescott** **White Bridge**

Four cars of a C.P.R. freight train were derailed on the Prescott line at the White Bridge over the Rideau near Hartwell's locks last night by the axle of a car breaking. The line was cleared for traffic today.

12/06/1899 **Ottawa Free Press** **Prescott** **White Bridge**

A large number of people visited the scene of the C.P.R. wreck at the White bridge yesterday across the Rideau. Four cars loaded with coal left the track, one going into the river. The cars were badly smashed and there is coal scattered in all directions. An engine and a wrecking crew were engaged all day yesterday clearing away the wreckage.

15/07/1899 **Ottawa Citizen** **Prescott** **Ottawa West chaudiere**

Work is progressing favorably on the air testing plant at the C.P.R. roundhouse. There will be in all four thousand five hundred feet of pipe in connection with the plant. The brakes on every car will be tested before going out. The company's freight cars are now nearly all equipped with air brakes. After the testing plant is completed a heating plant will be put in. This will enable the men to heat the cars before they leave the yard.

22/08/1899 **Ottawa Free Press** **Prescott** **White Bridge**

The C.P.R. are making preparations to construct a piece of road from a point on the St. Lawrence and Ottawa track, south of the white bridge to connect with the New York and Ottawa railway. The object is to give a shorter route between the C.P.R. Union depot and the Sussex street freight sheds. At present a train, to get to Sussex street from the Chaudiere has to go out to Chaudiere junction and take the St. Lawrence and Ottawa track to Lower Town. This roundabout will be very much shortened by the contemplated connecting line.

26/04/1900 **Ottawa Journal** **Prescott** **Chaudiere**

The CPR station on the Chaudiere and all the freight houses were destroyed. Both railway companies on the Chaudiere had engines at work at removing the cars.

03/05/1900 **Ottawa Citizen** **Prescott** **Chaudiere**

Interview with Tait and Spencer. C.P.R. would rebuild provided they had some assurances that they would not be surrounded by lumber piles again. Mr. Tait said that prompt action would be required, as the company could not long continue unloading passengers with a tent as station accommodation.

18/05/1900 **Renfrew Mercury** **Prescott** **Chaudiere**

The C.P.R. is this week starting work on its new freight sheds and station in Ottawa. The new station will be nearly three times as large as the old one, and about 300 feet south of the old one - between the waterworks aqueduct and the C.P.R. track. Two plans for the superstructure are under consideration. One, all stone, three storeys. The other, stone foundation, with a brick superstructure.

01/06/1900 **Canada Lumberman** **Prescott** **Chaudiere**

Article - aftermath of the fire

21/06/1900 **The Record, Chesterville** **Prescott** **Prescott silk**

A consignment of nine carloads of raw silk and two carloads of straw braid was crossed from Prescott to Ogdensburg on Wednesday of last week from China and Japan destined for New York. The consignment was valued at \$1,000,000.

25/06/1900 **Ottawa Citizen** **Prescott** **Chaudiere**

The C.P.R. is after increased yard facilities in connection with the new Union station which it will build this summer. The company has made application to the city for privilege of putting down additional tracks over the aqueduct. There are already two tracks at that point. The C.P.R. claims that under an agreement with the Canada Central railway, the original owners of the property, the corporation was given right of way for the aqueduct on the understanding that if more tracks across it were necessary they could be obtained. The city engineer will look up the agreement.

18/01/1901 **Eastern Ontario Review** **Prescott** **Ottawa**

To Connect Stations

Now that the new Union depot on Broad Street, Ottawa, is about completed, the C.P.R., it is understood, is arranging for the construction of its line across the city connecting the western division with the short line to Montreal. It is announced the company intends to apply to the new city council for certain crossing privileges in the construction of the road, but the officials decline to make public at this juncture, any details regarding the proposed scheme.

The C.P.R. has secured options on a large amount of property which was provided for alternative routes if such prove necessary, but the one which is most favored, and which it is likely the city council will be asked to sanction, is that running parallel, for the greater part of the way, with the Canada Atlantic Railway. The necessary options for a line in these directions were secured some time ago and there are many reasons why it should prove acceptable.

This morning Mayor Morris and Ald. H.J. Davidson, Storey and Hopewell met at the city hall and along with Engineer Kerr, went to the Canadian Pacific Railway crossing on Wellington Street, where they put down timbers on the railway track, thus blocking the track.

Mayor to Engineer: "As mayor of the city, and in pursuance of the resolution of the council last evening, I order you to block and barricade this railway track."

"Very good, sir" responded the engineer, and he set the men to work.

While the work was being done, Constable Sullivan of the Canadian Pacific Railway appeared on the scene and was followed by a crowd of about thirty Canadian Pacific firemen, brakemen, engine drivers, laborers and other classes of employees. They came and looked on quietly while the work was being done. Inspector Vizard of the City Police was there in charge of his posse. He was instructed by His Worship to put three men on the crossing and to instruct them to arrest at once any one who attempted in any way to interfere with the crossing or the blockade.

At the bridge

Before going to the Wellington street crossing the mayor and his party went to the bridge across the aqueduct at the Canadian Pacific depot and blocked both ends by stringing barbed wire across. Constables Cassidy and Ross were left in charge with instructions to allow no one to pass. This bridge remains closed. When these two matters had been attended to the mayor's satisfaction the party proceeded to the Canada Atlantic crossing on Bridge Street where they put down a similar blockade to that put on the Canadian Pacific Railway.

An injunction

While this was going on Mr. D'Arcy Scott, solicitor for the Canadian Pacific, arrived on the scene with an injunction which he had previously served on the city clerk John Henderson at city hall. The injunction was granted by Judge Mosgrove and reads as follows: "This court doth order that the defendants, and their agents and servants be and they are hereby restrained from barricading or destroying the plaintiff's railway at or near Wellington Street, as approved by the Railway Committee of the Privy Council, dated Jan 31, 1900 in the City of Ottawa, or otherwise interfering with the traffic of the said railway until Thursday 7th Feb. or until motion then made to continue this injunction shall have been heard and determined."

This injunction was made on solicitor Scott's injunction and the judge gives order that further affidavit can be made.

Tore down the barricade.

When this injunction was served, the Canadian Pacific employees began to tear down what the city had been doing.

Mr. D'Arcy Scott along with Mr. Fred White, Chief Clerk in the superintendent's office served the injunction on the Mayor at the Bridge Street crossing at the same time a messenger arrived from City hall to warn the mayor that an injunction had been served there also. The mayor and Ald. R.J. Davidson decided that they would have to consult the solicitor before offering resistance to the word of the injunction.

In the meantime, Mr. Scott and Mr. Fred White returned to the Wellington Street crossing where Mr. H.B. Spencer, Superintendent of the Canadian Pacific Railway was awaiting them with a number of employees around him. Mr. Scott went to constables McGuire, Hamilton and Bush who had been left in charge and asked them what they would do. He said they might as well agree to let them tear up the barricade.

"You know that you are not physically able to resist this crowd."

"No" answered Constable McGuire, "Nor do we intend to. But we will carry out our orders and arrest the man who gives the order to tear up that block."

Messrs. Spencer, Scott and White held a consultation as to who should be arrested and they decided that Mr. White should give the order.

Mr. White walked over to the men who were standing around with crowbars ready to do the work, and just as he was about to speak, Mr. Spencer turned around and called to a man named Cassidy: "Cassidy, tear up the block." Mr. White gave the order at the same moment, so McGuire and the other constables decided that they would take both Messrs. Spencer and White to the police station and let them settle the matter.

Messrs. Spencer, White and D'Arcy Scott agreed to this and got into the cab along with the police constables and all drove to the station.

On the way they met the mayor and Ald. Davidson. The mayor asked the constables if they were taking the men down to the station.

The constables replied "Yes".

"That is right," said the mayor, "Do your duty."

The Canadian Pacific Railway men were taken to the station and Chief Powell was called from his house.

The Chief came down and after a consultation with the Canadian Pacific Railway people decided to let them go. The Chief says that they are not arrested but may be summoned if he finds on consulting the magistrate that it is necessary.

His worship the mayor is considerably incensed over the Chief's action. He claims that the Canadian Pacific Railway representatives were arrested and that the policemen had followed out his instructions by asking or taking the men to the station.

Here the matter rests and the question is was H.B. Spencer and Fred White arrested or were they not? At any rate the barricade is gone from the Canadian Pacific tracks. It was only forty minutes there. The work was completed at 11.39 and at 12.10 the track was again cleared and is clear yet.

The Bridge Street crossing

The Canada Atlantic crossing was blocked up to the time of going to press but Messrs. Chrysler and Bethune, acting for the railway company, this morning issued a writ for a similar injunction to that of the Canadian Pacific Railway. They expect to get the injunction and serve it this afternoon, when they will likewise tear up the barricading.

There are two policemen on that crossing to guard the city's rights as well and some one else may have to go to the police station this afternoon. The Railway Company claim that they will operate their crossing the same as usual after five o'clock to-night.

How the trouble began

The trouble between the city and the Canadian Pacific and Canada Atlantic Railways came to crisis today. The city council demanded last night that the railway companies' tracks on Wellington and Bridge sts. should be blockaded as the companies had not signed the agreements prepared by the city, which they had agreed to do when they got permission to lay the crossings. The companies were allowed to lay the tracks across city streets, subject to an agreement to be submitted by the city.

Ten days ago they were given notice that if they did not sign the agreements within ten day's time the city would tear up or blockade the tracks. In the meantime the Canadian Pacific Company got an interim order from the Railway Committee of the Privy Council allowing them to use the tracks across the streets. The Canada Atlantic got a similar order some time ago. Today the city practically tells the Railway Committee of the Privy Council that the Corporation of Ottawa is going to man the streets and say whether and on what terms railway tracks shall be laid across city streets.

The mayor, before acting this morning wrote the following letter to the City Solicitor:-

"In view of the decision of the council last night in the matter of the CPR crossing on Richmond Road and the Canada Atlantic Railway crossing on Bridge Street, and the bridge over the aqueduct, is there in your opinion any reason why the same should not be acted on forthwith." sgd W. D. Morris.

Mr. McVeity replied distinctly "No"

sgd Taylor McVeity, City Solicitor.

His worship called on the chief of police after Messrs. H.B. Spencer and White had been allowed to go and asked the chief whether or nor they had been arrested. The chief, the mayor says, admitted to him that Messrs. Spencer and White had been arrested and were allowed to go on their own recognizance.

SAYS THAT THE POLICE FAILED

the mayor says that in the case of the Canadian Pacific Railway the police failed to do their duty properly. He has since ordered that in the case of the Canada Atlantic Railway the police shall stand by the crossing and protect it in the city's interests at all hazards using force if necessary to resist any attempt to tear up the barricade and to arrest all persons interfering in any way.

The battle is ended
Hostilities between railways and the city cease.
There was a cessation of the hostilities between the city and the railway companies yesterday afternoon.
The cases will now go to the courts and will be fought out there.
At three o'clock there was a conference in the mayor's office as to what should be done. His worship had with him the city solicitor, Ald Hopewell, Ellis, R.J. Davidson and Ald. Taggart.
Summary of previous account.
The mayor told reporters that the Corporation would take every legitimate means to oppose what he terms the aggression of the Canadian Pacific Railway.
They also decided to tear away entirely the bridge build by the Canadian Pacific Railway across the aqueduct for the use of their employees. Men were put to work and during the afternoon the bridge disappeared. The material was piled on the city line alongside the aqueduct.
The Canada Atlantic crossing

Summary
During the afternoon the mayor was served with an injunction from the Canada Atlantic. The injunction was almost exactly like the one issued by the Canadian Pacific railway. The mayor asked the city solicitor what should be done in the case of the Canada Atlantic crossing in the face of the injunction. The solicitor told him that they would have to call off the police, as with the injunction, an order from the court, they could not possibly enforce the blockade of the crossing. It would be contempt of court to do so. The mayor accepted this advice and called off the police. Last night the company removed the blockade and operated the line. This injunction will also be argued on Thursday next and after that both cases will likely get a hearing before the Railway Committee of the Privy Council.

Discussion about the rights of the railway to cross. CPR had only recently gone to the Privy Council Railway Committee.

The CPR seems to be all right as regards the stone arch carrying the tracks over the waterworks viaduct.
The company asked civic consent as to an extension. The civic case was submitted to a sub-committee of aldermen and the city engineer. That sub-committee made an agreement with the CPR and the members say the agreement was properly carried out by the CPR.
Neglect by the sub-committee to formally report the agreement to last year's council appears to have caused the agreement to be omitted from civic records. The absence of record is full justification for the move of Mayor Morris to emphasize the supposed civic right; but now that the members of the aldermanic sub-committee admit the correctness of the CPR contention, there ought certainly to be no more troubling of the railway in the matter.
But the other cases, big and little, the level crossing question and the case of the footbridge over the aqueduct should be fought through every available court in the empire if need be. Don't let us tolerate either rebuff or compromise until the exact civic status as regards railway arrogance and unscrupulousness.

Waterworks committee recommends to council that the Mayor's action in ordering the removal of the stone arch bridge over the aqueduct be sustained.
City will ask the Railway Committee for a viaduct over Wellington Street.
Case against the Mayor postponed until Saturday.

Case against Mayor dismissed. Evidence went to show that the company had been notified before the tracks were blocked so that there could not have been any malice in this matter.
Railway injunction is being argued in the High Court which decided against the city.

Mayor Morris of Ottawa has been discharged by the magistrate at Ottawa on the charge of willfully and maliciously barricading the track at the Richmond Street crossing.

The level crossing over Wellington Street which was objected to by the city council was torn up this morning by order of Mayor Morris.
This was because the injunction restraining the city from interfering with the crossing was dissolved in Toronto yesterday.
More. Mentions the Montreal and Ottawa Railway. City argued that this was the fourth crossing at rail level and the locality is made dangerous. Not necessary for business but as a convenience for shunting trains.
The order of the railway committee does not authorize the crossing but defines the mode and manner of crossing and provides safeguards against injury to the public.
As a result of the judgment His Worship the Mayor tore up the rails across Richmond Road crossing and placed a constable there to prevent the company from laying them down again.
Arrived at the scene his worship and the engineer set the men to work to tear up the rails. They had been at work about half an hour when Mr. D'Arcy Scott, solicitor for the railway company drove up in a cab and handed the mayor an envelope. At the same time he stated that the envelope contained an undertaking from the company not to use the tracks.
The mayor looked at the envelope and then at Mr. Scott and said:
"Yes. Oh, all right. I will give this to the city solicitor. In the meantime I will make doubly sure by taking these tracks off the street."
"Well", replied Mr. Scott "if you wish to take a dignified stand on this matter you will not cause any damage to the company's property."
"Oh. We won't incur any damage," replied the mayor. "We will simply remove the rails. I don't intend to take any advice from you on this occasion." replied the mayor as Mr. Scott turned away.
Wording of the undertaking.
His worship took no notice whatever of the document, but quietly smoked his cigar and watched the work of tearing up the tracks proceed.
To the police he gave orders that on no account should they allow the tracks to be re-laid.

New C.P.R. crossing has been torn up. Illegible.

At Privy Council Railway Committee Company scores a point. Authorized to cross Wellington Street but to put up gates.

08/03/1901 Ottawa Journal Prescott Wellington Street

Armed policemen guard the crossing - eight of the biggest men on the force are being housed close by and meals provided. Twenty special constables sworn in. Mayor will call out the militia if he can.

Should the railway company attempt to relay the rails the fire bell will ring and a fireman will turn on water. Fireman with a key and hose stationed at the location.

Mayor believes that the Privy Council Railway Committee only has the power to specify the mode of crossing not to authorize the crossing. CPR will install rails when the gates arrive.

08/03/1901 Ottawa Journal Prescott Wellington Street

500 navvies to relay the rails. Mayor has ordered all policemen to be armed and to remain near the centre of the city so as to easily be within call.

11/03/1901 Ottawa Journal Prescott Wellington Street

This defence is expensive. City's armed force at Wellington Street will be reduced to twelve men. The excitement is cooling off. In the meantime the CPR are not spending a cent but are playing a waiting game.

13/03/1901 Ottawa Journal Prescott Wellington Street

CPR advised the city that they believe they have the right to cross. City informed the CPR they are in error and will resist until the matter is settled in the courts.

14/03/1901 Ottawa Journal Prescott Wellington Street

CPR intends to get even with the city by diverting traffic through Smiths Falls.

15/03/1901 Renfrew Mercury Prescott Wellington street

Ottawa and the C.P.R. are at loggerheads over the laying of a level crossing on Wellington street. Mayor Morris, who is a fighter from head to foot, has a force of special police guarding the crossing to prevent the railway people putting down the rails. Popular sympathy is very much with the Mayor at present; but the C.P.R. is playing a waiting game, and the guard is costing the city from \$30 to \$50 a day. --

18/03/1901 Ottawa Journal Prescott Wellington Street

City wins a second time. Judge refuses to give CPR an injunction.

01/04/1901 Ottawa Journal Prescott Chaudiere

The CPR will apply to the Railway Committee of the Privy Council for the right to expropriate the lands on which the stone arch was constructed over the water works aqueduct by them last year for the purpose of extending their yards.

More

The stone arch was built last summer by the company, but it comes out that the only authority they had for doing so was that given by Ald. Masson and Engineer Galt. There is no record of the council showing that the company had the authority of the council to construct the arch which is on civic property.

17/04/1901 Ottawa Journal Prescott Chaudiere

Establishment of the principle that the aqueduct and banks are purely civic property and that upon any future widening of the aqueduct the CPR shall lengthen its bridges at its own cost, is important. More.

09/02/1902 Ottawa Journal Prescott Chaudiere

City Clerk John Henderson, has today received the following letter from Messrs. Scott, Scott and Curle acting for the Canadian Pacific Railway Company. The letter is a claim for \$200. This is for the cost of the bridge across the aqueduct which the mayor ordered to be torn down on the ground that the railway company erected it without the proper authority.

The letter is as follows:-

We are instructed by the Canadian Pacific Railway Company to claim from the City of Ottawa the sum of \$200.00 being the cost of a wooden footbridge erected over the waterworks aqueduct which has recently been demolished by the city officials on instructions, we understand, from His Worship the Mayor. This bridge was constructed with the consent of the City of Ottawa and as the council are doubtless aware, the city had no legal right to destroy it.

"We trust that this amount will be paid forthwith so that legal proceedings to collect same will be unnecessary".

13/12/1902 Ottawa Journal Prescott Prescott silk

Two trains of raw silk

Their total value is over \$2,000,000

CPR transfer these tomorrow to the New York Central, product of Japan.

The Ottawa division of the Canadian Pacific Railway will handle two trains, totalling in value \$2,000,000 tomorrow from Vancouver by way of Carleton Junction. The trains are loaded with raw silk from Japan for New York and will be transferred to the new York Central Railway at Prescott. The silk was shipped from Japan by the S.S. Empress of India, one of the CPR's big steamers. This is the second shipment of silk to be handled by the CPR within the past six weeks. The last train consisted of six carloads and was valued at \$1,000,000. There was also a carload of seal skins on the same train.

11/05/1903 Ottawa Journal Prescott Chaudiere

Full account of the fire. Shows a map of the area destroyed.

The Canadian Pacific Railway employees under Mr. H.B. Spencer looked well after their property. As soon as the fire started on the rampage north Mr. Spencer called out all the employees. All the freight in the sheds was loaded into empty box cars and the whole station and sheds were cleared of anything moveable.

The cars were then run out on to the main line and over the Hull bridge. Engines were attached to these trains ready to pull them further out of danger if necessary. Not a thing remained in the yard to be burned in the event of the fire reaching the depot except the handsome new station. Fortunately the fire did not reach Wellington Street and all was saved.

The fire wiggled about considerably in its course. On Preston Street it did not come past Maple on the west side and this saved Martin and Warnock's and probably the CPR roundhouse. The Somerset bridge burned early in the day and furnished a pretty sight.

The rail tracks under the Somerset Street bridge were twisted in a most extraordinary manner. In some places the rails were bent double lifting the ties completely out of place.

Eight flatcars loaded with lumber were burned on the sidings south of the Preston Street bridge. (CAR?)

03/07/1903 Eastern Ontario Review Prescott

North Bay, Almonte and Prescott are on the C.P.R.'s list for new stations.

22/12/1904 *Chesterville Record* *Prescott*

John Reynolds, an aged and respected farmer of Oxford Twp. was killed Friday on the St.L&O and his son, Andrew McReynolds, was seriously injured, and now lies in critical condition. The accident occurred shortly after 2 o'clock that afternoon at a crossing known as the Oxford Township Line. The two men were crossing the track in a buggy when they were overtaken by the north-bound passenger train, no. 91. The rear end of the buggy was wrecked and both men hurled from the rig. The elder was killed outright and the son sustained terrible injuries about the head. The train, which had been running at an unusually high rate of speed, was brought to a standstill and backed up. The bodies of the unfortunate men were taken aboard and brought to Kemptville.

20/02/1905 *Ottawa Journal* *Prescott* *Ottawa West*

On the stroke of 1 o'clock this morning fire broke out in the Canadian Pacific roundhouse on the Richmond road, and before it was extinguished damage to the extent of about \$6,000 had been done.

The interior of the central and eastern sections of the semi-circular roundhouse structure was gutted, and six locomotives, which were in the building, were badly damaged. The origin of the fire is unknown.

A staff of cleaners were at work at the time, and it is believed that fire from one of the engines, or from a torch, set fire to the woodwork.

At any rate, the whole interior of the building was soon a mass of flames and an alarm was sent in from box 141, hose wagons Nos. 1, 2, 7 and 8 responding.

The fire fighters made a quick trip to the scene.

The firemen were well directed by Chief Provost, and streams were seen playing on the on the inside and the outside of the burning building.

The big Waterous engine Canada was used for the first time and Chief Provost stated today that he was well pleased with the test it was given.

Had the new steamer not been used the chief is of the opinion that the whole roundhouse would have been totally destroyed. The big steamer provided plenty of pressure. The firemen experienced some trouble in getting the hoses between the locomotives but altogether the blaze was well handled.

When the fire broke out the engines began to move out of the roundhouse, and there was much commotion, many of the locomotives blowing off steam with their whistles going full blast. The ball bearing turntable proved of great facility in the shunting around of the locomotives from track to track.

At the time the fire broke out there were thirteen locomotives in the roundhouse. Seven of these were taken out. The most valuable passenger engines were removed.

The six locomotives damaged have been for some time used on passenger and freight trains and the damage to them consists mainly of the destruction of cabs and rear portions and can be repaired.

The loss on the building will amount to about \$1,000. The damage to the rolling stock is covered by insurance.

10/07/1905 *Ottawa Journal* *Prescott* *Chaudiere*

Blaze at the freight sheds

Early on Saturday morning the roof of the C.P.R. freight sheds caught fire and damage to the extent of \$100 was done. The fire is supposed to have happened from the spark from an engine.

An alarm was sent in from box 54, and the firemen from No.4 and No. 5 stations extinguished the blaze.

29/10/1906 *Ottawa Journal* *Prescott*

Funeral of Mrs. H.B. Spencer. Special train from Union Depot to Prescott.

15/02/1907 *Ottawa Citizen* *Prescott* *Somerset Street*

SOMERSET ST. BRIDGE INSPECTED

Railway Commissioners See for Themselves.

BELL ST. BRIDGE

O E.R. Crossing Allowed and Cost of Bridge Apportioned.

The railway commissioners this afternoon made an inspection of the Somerset street bridge in connection, with the application recently argued for an order compelling the railway companies to widen the structure.

23/10/1907 *Kingston Daily British Whi* *Prescott* *Prescott*

Prescott's Prosperity

The C.P.R. have made an appropriation of \$40,000 for Prescott yards this winter, and next spring \$100,000 will be spent on improvements and a new station.

Those expenditures put at rest any doubts entertained that the New York Central would utilize the Cornwall bridge for their international traffic instead of Prescott ferries.

02/01/1908 *Chesterville Record* *Prescott* *Prescott*

The first monthly payment to the employees engaged in the very extensive improvements being made by the Canadian Pacific Railway to their yards in Prescott has just been received by the employees for the month of November, amounting to about \$7,000. It is stated that the Canadian Pacific are to spend for the above improvements some \$150,000. They are to remodel their yard to accommodate the increasing business at this point, and are building a large car slip for the new car ferry, Charles Lyon, which is being completed by the Polson Iron Works, Toronto at a cost of \$250,000, and which it is expected will be in commission transferring cars to and from the New York Central, Canadian Pacific and Rutland Railroads at Prescott and Ogdensburg next month.

02/04/1908 *Chesterville Record* *Prescott* *Ottawa*

The big trestle at the south east entrance to the city (is this on the approach to the Rideau River?) is to be all filled with earth and concrete supports, while the remainder of the big trestle on the Hull side of the Ottawa River at the Interprovincial Bridge is to be filled in. This will give employment to several score men and will take about six weeks. This work is to be done as a precautionary measure.

02/04/1908 *Chesterville Record* *Prescott* *Prescott*

At Prescott the entire railway yard is being changed involving the expenditure of some \$200,000. A new brick station is to be built and the foundation is already under way. It will be a handsome and up-to-date structure. The sidings will hereafter accommodate some three times as many cars as formerly, but the whole yards are not to be taken up in tracks. A small pond has been filled in to give more room and it is proposed to store 150,000 tons of coal. Altogether 250,000 tons of coal will be handled during the months of navigation on the St. Lawrence River there from April 1st and this means practically 2,000 tons a day. All of which is going some.

06/04/1908 *Ottawa Citizen* *Prescott*

CONDUCTOR SLIGHTLY HURT

An accident on the Canadian Pacific near Hartwell's Locks yesterday afternoon resulted in a partial derailment and slight injury to Conductor J. Crawford. A freight train was going over the Prescott line, when, owing to the breaking of a wheel, the van on the rear left the track and turned over on a slight embankment. In the mix up Crawford, who was in the van was shaken up and had his shoulder bruised, but not seriously. The other car remained on the track, and the blockade caused by the mishap was soon cleared away.

25/12/1908 *Renfrew Mercury* *Prescott* *Prescott*

A large sum of money has been spent by the C.P.R. in yard improvements at Prescott. The capacity of the yard is doubled, and the coal plant, with accommodation for 100,000 tons, is said to be the finest between Montreal and Port Arthur.

12/04/1909 *Ottawa Journal* *Prescott* *Prescott*

Prescott. The new C.P.R. round house took fire at three o'clock this morning. The firemen were promptly on hand but could not save the building. They got one passenger engine out, but two other engines were burned. Loss about \$12,000 partly insured.

16/04/1909 *Eastern Ontario Review* *Prescott* *Prescott*

There was a fire in the C.P.R. roundhouse at Prescott which destroyed three engines and much other rolling stock. The loss will be some \$10,000, fully covered by insurance.

16/09/1909 *Chesterville Record* *Prescott* *Prescott silk*

The most valuable cargo of silk ever transported across the Pacific arrived at Prescott on Wednesday of last week and transferred to Ogdensburg where a special train hurried the cargo to New York. It was specified to include 3,000 bales of raw silk. In addition there was a large importation of tea, the value of silk and tea being placed at \$3,000,000.

14/10/1909 *Chesterville Record* *Prescott* *Bedell*

The name of Kempton Junction has been disbanded and will in future be known as Kempton.

11/11/1909 *Chesterville Record* *Prescott* *Osgoode*

The CPR has purchased a farm near Osgoode station for \$10,000. It was secured by the company for its gravel pits which are said to be the best between there and Montreal. The farm was in the possession of the Low family for sixty years and in all that time no gravel was ever taken off it. Also in the Renfrew Mercury 12 November.

22/12/1909 *Ottawa Journal* *Prescott* *Wellington Street viaduct*

The Wellington Street Viaduct will be formally thrown open to public traffic tomorrow afternoon. More. Picture.

24/02/1910 *Chesterville Record* *Prescott* *Prescott silk*

The cars of oriental raw silk worth a million and a half dollars were ferried across the St. Lawrence from Prescott to Ogdensburg yesterday. A force of customs inspectors were in waiting and as soon as the cars passed an engine coupled on and pulled out for New York.

12/04/1910 *Ottawa Journal* *Prescott* *Ottawa West roundhouse*

In one of the most spectacular fires seen in the vicinity of Ottawa for some time, a section of the C.P.R. roundhouse was destroyed at about half past three o'clock this morning and four big mogul engines were damaged beyond repair.

The first alarm was sounded from box 141 at the end of Wellington street at 3:40 and when deputy chief Stanford arrived he immediately sent in a second alarm on account of the great headway that the flames had made which made it appear as if the destruction of a nearby row of wooden houses was inevitable. Much difficulty

The firemen had great difficulty in getting their apparatus near the burning building on account of the fact that since the completion of the new viaduct there has been no provision whatever made for the entrance of a waggon of any description into the immediate vicinity of the shops.

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On account of the strong wind that was blowing, and the tangle of scrap iron etc. which the roundhouse contained, the firemen experienced great difficulty in combatting the flames at first, but when the engine "Canada" was coupled to two lines of the hose the blaze was brought under control inside of thirty-five minutes.

Many spectators

The incessant whistling around emitted from the engines which were in the burning portion and the lurid flames, attracted many spectators to the spot, in spite of the early hour, and as the usual custom in such cases, a squad of policemen were sent up from the station.

Engines Nos. 42, 206, 274 and 1297 were completely wrecked and their loss will inconvenience the railroad as they were all in active service.

More.

21/04/1910 *Chesterville Record* *Prescott* *Ottawa West*

The CPR roundhouse and three or four engines at Ottawa were damaged by fire.

12/07/1910 *Ottawa Journal* *Prescott* *Wellington St. Viaduct*

C.P.R. puts on its plate.

Advertising pays, at least the C.P.R. is clearly of this opinion.

On the Wellington Street viaduct, the recent overhead bridge constructed across Wellington street car tracks there is a plate which bears the following inscription:
BUILT

BY

C.P.R.

1909

That plate, made of polished brass, is firmly implanted in the masonry at both ends of the approaches. It would seem as if the C.P.R. had overstepped itself in claiming the credit for erecting this bridge.

To make a long story short, the viaduct, after considerable negotiations, was erected at the joint expense of the Corporation of Ottawa, C.P.R., G.T.R., and the County of Carleton.

City Engineer Kerr was surprised when he heard that the C.P.R. had placed the plates in position, and stated that they had no right to put the brass inscriptions in place.

"It certainly did not come within their rights to do so," he stated to the Journal, "but as the plates are upon the concrete work which was erected by the C.P.R. it is doubtful if we have any say in the matter.

Mayor Hopewell also though the brass plates a peculiar piece of business, but could not say what steps the city would take.

According to the interview which Mr. H.B. Spencer, local superintendent granted to the Journal, the plates, presumably, were put in place by the Engineer's Department of Montreal, the construction of the bridge coming under that department of the road.

"I don't know who really put the plates in position," stated Mr. Spencer, "but I didn't give any instructions as to the inscriptions."

11/08/1910 *Chesterville Record* *Prescott* *Manotick*

The local train in the CPR due at Prescott at 4.50 pm arrived tonight minus almost every pane of glass and showing other evidences of having been in a fray.

About 3 p.m. when pulling out of Manotick the train ran into a cloudburst accompanied by a terrific wind. The train could be felt to rock heavily after a heavy hailstorm. The hail was so heavy that every window was broken instantly. One lady who had her watch on her wrist reported the hail having come through the window with sufficient force to break the crystal on her watch.

29/09/1910 *Chesterville Record* *Prescott* *Prescott silk*

A consignment of thirteen cars of raw silk and silk goods from the Orient were ferried across to Ogdensburg from Prescott Monday morning. The value was \$100,000 per car. The valuable consignment, which is going to New York left Vancouver last Sunday at 8.20 a.m. over the CPR and the trip across the continent was made in exceptionally fast time.

24/08/1911 *Chesterville Record* *Prescott* *Prescott silk*

Eight cars of silk en route from Japan to New York, were ferried across the river from Prescott to Ogdensburg on Friday. The silk is valued at \$1,000,000 and the journey from Vancouver to Prescott was made in four days. Jager Schmidt, a reporter for a Paris newspaper, who is endeavoring to circle the globe in forty days caught the special at Vancouver and left it in Smiths Falls in the hope of catching a ship at Montreal or Quebec in order to complete the trip within the time limit.

04/01/1912 *Ottawa Journal* *Prescott*

Account of the hearing about poor service on the Prescott line.

10/01/1912 *Ottawa Journal* *Prescott*

Order to be issued today by Board - C.P.R. to improve service on line. Article.

25/07/1912 *Chesterville Record* *Prescott* *Prescott silk*

Four carloads of Chinese silk were ferried across the river from Prescott Friday. The consignment arrived at Vancouver on the steamer Empress of India on July 13th.

01/08/1912 *Chesterville Record* *Prescott* *Prescott silk*

A consignment of four cars of Chinese silk, valued at \$400,000 which was ferried across from Prescott to Ogdensburg, en route to New York, was brought from China to Vancouver by the steamer Empress of India, and was rushed across the continent in less than five days.

21/11/1912 *Ottawa Journal* *Prescott* *Prescott*

The freight sheds of the Canadian Pacific Railway at Prescott were destroyed last night by fire. A large quantity of freight was lost and damage is estimated at \$40,000.

Police are investigating a report that the fire was started by an incendiary.

28/11/1912 *Chesterville Record* *Prescott* *Prescott*

Shortly before midnight on Wednesday last week fire broke out in the CPR offices and freight sheds at Prescott and in less than three hours the large frame structure, with its contents, was completely destroyed together with nine box cars on the freight shed siding loaded with general merchandise. In one end of the sheds were stored 200 tons of coal, which were destroyed. The heavy losers are the CPR, the Canadian Customs and the R&O Company suffered somewhat by having their offices destroyed. The extent of the damage is roughly estimated at from \$60,000 to \$75,000.

04/04/1913 *Ottawa Journal* *Prescott* *Ottawa West water*

The C.P.R. is taking steps to curb the abuse of their artesian well, which is situated in the company's roundhouse, from certain persons who take the water away for the purposes of selling it. More.

11/04/1913 *Ottawa Journal* *Prescott* *Ottawa West*

Problem of smoke emissions from the C.P.R. roundhouse at the Union station.--

03/05/1913 *Ottawa Journal* *Prescott* *White Bridge*

The new C.P.R. bridge over the Rideau river a mile below Hog's Back has been practically completed. It is a low black bridge and the piers used for the former structure have been used.

The bridge is on the Prescott line of the Canadian Pacific.

18/08/1913 *Ottawa Journal* *Prescott* *Rideau Canal*

Hand car plunges into canal - see accident file.

25/12/1913 *Chesterville Record* *Prescott* *Prescott silk*

Freight valued at over 1 million dollars was transferred from the CPR across the river to the NYC railway at Prescott on Friday when eleven car loads of silk from China was hastened to its destination.

The goods were only six days out from Vancouver, where they arrived on the 10th by the steamer "Empress of India", and consisted of 8 cars of raw silk and 3 cars silk goods.

This is one of the largest consignments ever sent across the border from this point.

10/02/1914 *Rideau Record* *Prescott* *Merrickville*

Hurt in Runaway

Miss. Row of Smiths Falls was quite seriously hurt in a runaway accident at Merrickville Thursday evening. She had been visiting her niece and was riding in the omnibus to the station to take the train home. The driver left the horses standing outside a hotel while he went in for passengers and they ran away. It was a large closed sleigh and Miss. Row opened the door at the end and jumped out. In falling on the icy street she broke an arm and was otherwise injured. She was taken back to her niece's home where she is being taken care of. The horses ran to the station where they turned around, upsetting the sleigh, and getting free from it ran out into the country where they were caught unhurt.

12/02/1914 *Rideau Record* *Prescott* *Kemptville*

Hand Cut Off

Mr. Samuel Martin, the well-known commercial traveler of Kemptville, suffered a very serious injury at his hometown last evening. He was in Smiths Falls during the day and left for Kemptville on the fast express in the afternoon. This train does not stop at Kemptville but slows down at the diamond near the station and it seems that Mr. Martin has been in the habit of taking it and jumping off rather than to wait for the local fifteen minutes later. In jumping yesterday he slipped and fell between the train and the platform. He lay still, it is said, until he thought the train had passed and then put out his left hand to get up. Unfortunately he was a few seconds too quick and the wheels of the last truck of the last car went over his hand, severing it completely except the thumb.

26/02/1914 *Chesterville Record* *Prescott* *Prescott silk*

Another rich consignment of raw silk, silk goods and linen from China arrived at Prescott Friday morning en route via Ogdensburg to New York City. It consisted of nine carloads and was brought over the Pacific by the steamship Monteagle, which docked at Vancouver, BC, Feb. 8 at 8.35 p.m. the shipment started for the east at 4.50 a.m. the next day and arrived at Prescott Friday at noon. There were 455 cases of silk goods and linen valued at \$107,200 and 173 bales of raw silk worth \$804,020.

Tried to Wreck Train

Two young men giving the names of Aurthur Sutton and Wm. Evans and claiming Carleton Place as their homes were before police Magistrate Sparham yesterday on a charge of attempting to wreck a train on the C.P.R. Sectionmen on the Ottawa line found a number of big iron plates and bolts placed on the rails just north of Smiths Falls early yesterday morning and after clearing them away made a run up the line on their handcar in quest of anyone trespassing on the right of way. They saw two men on the track ahead of them, who as soon as they saw the handcar bearing down on them took to the woods at Numogate. The sectionmen gave chase, captured them and brought them back to town. They were charged with attempting to wreck a train and were committed for trial by the magistrate.

(Actual date not recorded).

Railway Construction

(A?) number of men are engaged in laying heavier rails on the Prescott and Ottawa branch of the C.P.R. The rails used on tthis branch line are sixty-five pounds to the yard and those being laid now weigh eighty pounds a yard. The great train loads of ballast carried from Osgoode pit over this line during the summer and the use of heavier engines has necessitated this change of rails. Formerly this heavy weight passing over the light rails broke many ties since the flange of the rails was narrow. The eighty pound rails have a much wider flange and will not injure the rail.

CPR threatens to pull out of Ottawa West and move facilities out of town if the city doesn't quit complaining about smoke problems. Controller Cameron says that Bayview Avenue residents cannot hang out their laundry due to cinders.

AGED MAN IS INJURED WALKING ON TRACKS

Mr. aPtrick [sic] Nevins, formerly St. Patrick's asylum for the aged, received three fractured ribs and minor injuries when he was struck by the C.P.R. train from Prescott near Manotick this morning. Mr. Nevins, who is a man about sixty years of age, was walking along the track with a suit case.

In stepping aside to allow the train to psss he did not allow sufficient space between himself and the track, the engine striking his suit case and hurling it with great force against his side,

The train was immediately brought to a stop and Mr. Nevins was brought to Ottawa, where Gauthier's ambulance met the train. The injured man was taken to Water street hospital. He is reported by the hospital to be in no immediate danger although he is suffering a great deal.

James Babcock, of Smiths Falls, a well-known engineer on the C.P.R. fell from his engine near Merrickville one day last week and was found with a fractured skull alongside the track.

Twenty-four car loads of raw silk from Japan valued at \$6,000,000 were ferried across the river from Prescott to Ogdensburg and after being inspected by the customs staff were forwarded to New York by special train.

The Prescott passenger train heading to Ottawa, #563, hits a broken rail at Ellwood (, it noted that this place was formerly called Chaudiere Junction), killing the engineer and injuring 31 passengers. There were 175 people on the train, and one reason was that both the Smiths Falls and Perth hockey teams were on the train as there was a big hockey game in Ottawa that evening (this was a Saturday evening, derailment at 1615). The locomotive fell down a 15 foot embankment, which is possibly near today's Greenboro transit station. There were 8 columns of print on this mishap, but damage was light; they said that the locomotive suffered about \$1,000 damage, and the passenger cars total damage would run to \$10,000.

ENGINEER DEAD, SCORE HURT IN WRECK ON C.P.R.

Local on Way from Prescott to Ottawa Derailed With Fatal Results

ENGINE AND FOUR CARS DITCHED NEARING CITY.

One man, Engineer Holland Edward White, of Prescott, was killed and 21 persons were injured, many only slightly, when the C.P.R. Prescott to Ottawa local was derailed near Ellwood, five miles south of Ottawa, at 4.35 Saturday afternoon. The engine, tender, baggage and mail cars and two passenger coaches plunged down a 15 foot embankment and Engineer White died with his hand on the throttle. Six people were among the injured. A defective rail caused the wreck.

The following are among the casualties

Details omitted

Broken rail the cause

A broken rail caused the wreck of the train according to an official statement issued by Divisional Superintendent H.B. Spencer of the local office C.P.R. last night. The statement was issued after a thorough investigation of the scene of the accident. Mr. A. Price, General Manager of Eastern Lines, who along with some assistants left Montreal on the first train after receipt of the news of the accident and arrived in Ottawa at 11.15 Saturday night. They left at once on a special car and made a thorough examination into the wreck.

Official statement

The statement follows:

"At 4.35 p.m. Saturday, January 21, C.P.R. train Number 553 Prescott to Ottawa, was derailed about five miles south of Ottawa. The train consisted of engine, mail and express baggage car and three coaches. The train was in charge of Engineer H. White and Conductor John Young. The engine turned over and Engineer White was killed. Fireman George Elliyo and Dominion Express employee Arthur Naud were slightly injured. There were also six passengers who were taken to the St. Lukes and Water Street hospitals. They were all reported on Sunday as doing well their injuries not being of a serious nature. Several other passengers were injured but did not require hospital treatment. Relief train with doctors and nurses was immediately despatched from Ottawa and passengers were soon brought in. Mr. A. Price, General Manager of Eastern Lines, immediately proceeded to the scene of the accident from Montreal and thorough investigation shows that a broken rail was the cause of the accident."

Mr. Price Discusses Causes

Mr. Alfred Price, General Manager, Canadian Pacific Railway, eastern lines, Montreal accompanied by Mr. J.E. Armstrong, assistant chief engineer and Mr. A.N. MacKenzie, maintenance of way engineer, arrived in Ottawa from Montreal at 11.15 Saturday night and at once proceeded to the scene of the wreck. After investigation Mr. Price gave out the following statement to The Journal.

"The cause of the wreck could not be ascertained until daylight when we found that a hidden defect in one rail had caused it to break under pressure. The engine was the first to leave the rails and travelled some distance on the hard smooth roadbed before it toppled over into the ditch.

"The train could not have been travelling at a high rate of speed as it was too close to a switch and to Ellwood station. It was going at about 25 miles per hour. The equipment is not badly damaged. All of the working parts of the engine are in order which removed any possibility of the accident having been caused from this quarter. There was no evidence of a spread of rails having caused the accident.

"We will attribute the wreck to one of those unaccountable defects for which we can blame nobody and which we are unable to explain in an altogether satisfactory manner. Cold weather often has a bad effect on steel and causes it to become very brittle."

The Heroic Engineer

"Jump for your life," cried Engineer White to Fireman Elliott as he felt his engine wheels leave the track about a quarter of a mile south of Ellwood (formerly Chaudiere) Junction. Elliott leaped from his cab and fell bruised in the ditch on the left hand side of the embankment. White applied the brakes. The engine bumped along the ties pulling the rest of the train consisting of the mail and baggage cars and a second and two first class cars as they swayed along the ties for 500 feet. Then the engine and tender veered to the right, plunged down the steep 15 foot embankment. With a hiss of escaping steam it turned a somersault and imprisoned the faithful engineer in his cab. He was instantly killed.

The baggage car followed the engine and fell on the side while the mail coach shoved its nose in the ditch but stood up. The two rear first class coaches in the meanwhile lurched over on the left hand side of the embankment and toppled on their sides. The second class coach and smoker which came immediately behind the mail coach did not leave the roadbed.

Although there were 175 passengers on board, it is marvellous that only 21 were injured and most of these but slightly.

That the second class coach didn't follow other coaches in their headlong fall into the ditch is due to the quick action of brakeman John Riordan.

Brakeman saves One car

He was in the vestibule of the second class coach when he felt the wheels on the ties. He immediately applied the brakes. This quick action, no doubt, saved many lives, as there were 80 passengers in this coach.

The accident occurred with such suddenness that few passengers realized their great danger. The train was going between 25 and 30 miles an hour. The passengers were a jolly crowd, many coming here on a visit and others homeward bound. The tall spires of the city churches and towers of Parliament Buildings shining in the late afternoon sun were a welcome sight to the passengers on that high ground as they prepared to put on their wraps and get their grips ready when the wreck occurred.

On the train were Sister Mary Clement, Mother General of the House of Providence, Kingston and Sister Mary Charles, also of Kingston, coming to Ottawa to attend the funeral on Tuesday of Archbishop Gauthier.

The news spread quickly throughout the city, and when the special relief train brought in the injured and other passengers at 7 o'clock there was an enormous crowd of anxious watchers and friends at Union Station.

Holland Edward White, the brave engineer who lost his life with his hand on the throttle, was 47 years old. He leaves a wife and seven children, the oldest of whom is 18 and the youngests four, at his home in Prescott, where he had gone from here a year and a half ago. He was affectionately known as "Holly" among his fellow workers. He was a member of the I.O.O.F. and the B. of L.E. His father-in-law is Mr. Alex Roger, a retired engineer of Westboro.

Came Suddenly

The derailment came with such suddenness that no one had a clear recollection of what had happened. The train was travelling about 30 miles an hour about half a mile south of Ellwood station. A horrifying scraping and grinding of metal parts was the first warning the passengers had. Then came a nerve-racking bumping, followed immediately by the coaches being toppled into the ditches on either side of the track. For several minutes there was a confusing tangle of passengers. Those sitting on the right side of the coaches were hurled to the opposite side and on the came a shower of hand baggage, parcels, seat cushions and debris of the coaches. For a brief period following the derailment there was a stillness that was most depressing to those who had fortunately been in the smoking car which did not leave the sleepers. Suddenly the air was pierced by a woman's cry, which was followed, in rapid succession by many others.

The rescue work was soon commenced and the train crew was augmented by many men, including members of the Perth hockey team. The women and children were extricated first and then the male passengers were taken out. Brakeman Riordan ran to Ellwood, where he reported the accident and was advised that a rescue train would be made up and sent to the scene with the utmost despatch. Within an hour all the passengers had received medical assistance and had been placed in the relief train.

The scene at the wreck was terrible. Nearly 500 feet of track had been torn up and the marks of the wheels on the snow covered ties were quite plain. At first it had been thought that a spread of rail was the cause of the disaster. Close examination brought out the fact that the wreck was due to a defective rail.

Superintendent Spencer, who was early on the scene, made an investigation soon after arrival. Owing to darkness no positive conclusion could be reached, but the officials at that time were more concerned over comfort of the passengers.

30 Miles an Hour

As far as could be ascertained, the local was travelling at from 25 to 30 miles an hour, and as the train was on time, there was no need for exceeding the normal rate of speed. The part of the rail that was defective could be seen Saturday night. The pressure of weight from the heavy engine apparently caused it to

"buckle" and derail the engine and five cars. The train dashed along the ties for about 300 feet until it stopped, when the engine left the tracks and stopped at the bottom of the embankment turned upside down. The baggage car, immediately behind the tender, followed into the ditch, landing on one side. The front end of the mail car became foul of the rear of the baggage car, but did not fall on one side. The smoker remained on the ties, and the occupants, although somewhat shaken up, rushed out of the coach.

The two first class coaches at the rear lurched to the opposite side of the track and toppled down the 15-foot embankment coming to a stop in the ditch. The smoking car was on a high culvert and, if it had been precipitated to either side there would have been a perpendicular drop of at least 15 feet to a small creek. There would probably have been a heavy casualty list as this coach had about 80 passengers in it.

The scene at night when the wrecking crew was busy clearing the line was memorable. The damaged area was brightly lighted by white, red and greenish colored flares. On the left, as one faced Ottawa, two heavy coaches were resting on one side. The windows had been smashed in and the doors wrenched from their hinges. On the right the mail and baggage cars were also in the ditch, and immediately ahead was the overturned engine and tender. The only part of the locomotive visible from the tracks were the wheels, while the cab, smokestack and other parts on the top of the engine were buried in the ditch. As soon as possible trainmen attacked the buried cab and tenderly took out the body of their fellow-workman, Engineer White, who had died while faithfully performing his duties.

Died a Hero

Engineer White died a hero. When the defective rail broke under the weight of the engine, Mr. White sensed the danger and immediately endeavoured to stop the train and save the lives of the passengers. At the same time he shouted to his companion, Fireman George Elliott, of Prescott, "Jump for your life". Elliott followed his superior's instructions and saved his life. The engineer remained in the cab and when the heavy locomotive somersaulted down the incline, he was imprisoned at his post. The escaping live coal and steam instantly killed the heroic engineer.

While all the members of the crew did everything humanly possible to avert the disaster, the efforts of brakeman John Riordon, of Prescott were an outstanding value. He happened to be in the vestibule of the second class smoking coach when he felt the shock of the derailment. Riordon jammed on the emergency brakes and rapid action caused the second class coach to stay upright.

The train is officially known as No. 553 and makes a round trip from Prescott to Ottawa daily. At Bedell, many passengers from Montreal and Toronto trains. Who were on route to Ottawa, were taken on.

Hockey Teams Aboard

The Smiths Falls and Perth hockey teams, which were scheduled to play Victorias and Munitions, respectively in the Rideau group at the Rideau rink Saturday night, were on the train. The Perth hockeyists went into the smoker, but the Smiths Falls team would not join their rivals and entered a first class coach. The medicine town youths, although shaken up, were able to fill their engagement at the rink, but the Smiths Falls team was crippled through injuries received by Charlebois and Naud, their regular defence players. The latter is an employee of the Dominion Express Company.

The wrecking crews from Ottawa and Smiths Falls worked from both ends of the wreck. The track was repaired and two coaches had been raised at 8 o'clock Sunday morning. The heavy snowstorm was a serious handicap, and Superintendent Spencer decided to halt operations until this morning. The baggage cars and engine will be raised to the tracks sometime today, but ordinary traffic was given the right of way.

Relief Train

Within the remarkably short period of 32 minutes after word was received in Ottawa of the wreck, Mr. H.B. Spencer, divisional superintendent of the C.P.R. in Ottawa, was on the scene with relief train and a staff of doctors and nurses. Owing to the somewhat isolated location of the wreck it was not until 5.07 that Mr. Spencer, who was at his house, was notified.

Realizing at once the necessity of quick action Mr. Spencer phoned Broad street yard officials to have his private car and a relief train ready within 15 minutes and then took a taxi to the station. Doctors J.F. Kidd, H.B. Moffat, W.E. Cavan and D.T. Smith were communicated with and told to come at once to the C.P.R. Broad street yard and bring a nurse.

Mr. Spencer was ready to pull out at 5.30 but was forced to wait five minutes for the medical men to arrive. The relief train in charge of Conductor J. Crawford and Engineer H. Matthews, pulled out at 5.35 on its errand of mercy and, travelling at 45 miles an hour, the whole party reached the scene of the wreck at 5.45, exactly 3 1/2 minutes after the news reached Mr. Spencer.

The doctors and nurse at once commenced work among the injured and for almost an hour they were busy applying bandages and helping the wounded. Those who were injured had been gathered in the second class coach which remained upright. Stretches and large quantities of medical supplies and warm blankets formed part of the equipment of Mr. Spencer's private car and everything possible was done to ease the suffering of the other passengers.

After everything possible had been done for the wounded they were transferred on stretchers to the relief train and with the uninjured passengers were brought into Union Station where nurses and ambulances were ready. The relief train arrived in Ottawa just two hours after the schedule time for the Prescott train. It was composed of three coaches and a baggage car.

Working All Night

Mr. Spencer's private car remained on a siding all night and was the temporary headquarters for all work. A wire was at once strung and within an hour of his arrival Mr. Spencer was in communication with President Beatty of the C.P.R. in Montreal, and gave him a private report on the wreck. Instructions were then given for a wrecking train to proceed from Smiths Falls so that all night long huge wrecking trains were at work north and south of the wreck removing debris and clearing the right-of-way. Two cars were rerailed.

An auxiliary train from Ottawa also left about six o'clock, in charge of Conductor J. Kelley and Engineer Geo. Dupuis.

"Our first care was for the injured and not until we had taken care of them did we commence the work of salvaging the property and clearing the track," said an official of the C.P.R.

There was very little confusion as the result of the wreck, and only two trains were delayed behind schedule time in their arrivals and departures from Ottawa. One was the incoming train from Toronto, due at 9.30 and which was 25 minutes late, and the other was the Prescott local which leaves Ottawa at 5.25 but which was detained to 8.00 o'clock.

News of the wreck reached St. Luke's Hospital at 5.35, and steps were immediately taken to accommodate the cases. Mr. Fred Taylor, the superintendent, kept the whole day staff to handle the sufferers, not knowing whether there would be a few or a hundred. Although the hospital was already full of patients, the authorities were ready to put a number of cots in the hallways for the slightly injured cases, and if necessary, to move out minor cases of illness. Drs. J.F. Kidd, H.B. Moffat and W.E. Craven. Who had gone to the scene of the accident accompanied the first patients to the hospital.

At 7.30 the first accident cases began arriving in Wodburn's and Burney's ambulances. For a while the scene reminded the overseas nurses in the hospital of war hospital days when strings of ambulances delivered their freight of human wreckage after a big "drive". Everyone at the hospital was ready for the cases, and the seriously injured were packed in beds. The minor cases were taken straight to the X-ray room, where plates were made of their injuries, and then they were allowed to go to their respective destinations after first aid had been administered. By 10.30 the injuries of every person who had been brought to the hospital had been examined. The X-ray room staff worked nearly all night developing plates.

As news of the accident spread through the city, hundreds of enquiries were received at the hospital. Relatives and friends of the injured were given free access to the hospital and every assistance was given them to converse with the injured patients. The efficient manner in which the hospital authorities handled the cases drew many favorable comments both from patients and their friends.

J.M. Flett, of Perth, secretary of the Rideau Hockey league, received slight injuries to his right hip, and after treatment at St. Luke's Hospital was able to attend the game between Perth and Munitions. To a Journal reporter he said that the accident was so sudden that no one knew where he was for a moment. He was seated in one of the rear coaches talking to two of his fellow hockey fans when the accident happened. First there were a few bumps, apparently caused by the coach riding the ties, then the coach lurched to the left and fell on its side. He was thrown violently against the forward seat and about six other passengers fell on top of him.

Everything quiet

One of the facts that impressed him most forcibly was the death-like stillness which followed. Everything was so quiet you could almost hear a pin drop in the coach, he said. The sound of escaping steam from the engine could be plainly heard. The tension was relieved when a woman cried out. Then cries, groans and

shouts filled the air.

The hockey players and fans who were in the second-class coach and smoker, which remained on the embankment, and who were not injured went to the rescue of their less fortunate brother passengers.

More on p 15

23/01/1922 Ottawa Citizen Prescott Ellwood

INQUEST OPENED ON ENGINEER'S DEATH

The body of the late Holland Edward White, the C.P.R. engineer killed in the wreck near Ottawa Saturday night, which rested at Brudy and Harris' mortuary since the fatality, was this morning sent for burial to the home of the deceased railwayman at Prescott. The funeral will be held there tomorrow.

Before the body left Ottawa, Coroner Craig opened an inquest into the cause of the wreck resulting in the engineer's death. After viewing the body, the jury was dismissed until Jan. 31 .when it will assemble in the Ottawa police station and the real inquiry will be opened;.

The jury selected by Coroner Craig is composed of the following: Wm. Sims, foreman: Robert Bell, Jas. Meredith, F. Latimer, Jos. Bergeron, Walter Taylor, Geo. Wallace, and Dan Dorris.

27/01/1922 Eastern Ontario Review Prescott Ellwood

CPR engineer dies in wreck near Ottawa ; Eighteen injured

Prescott Ottawa train runs off the track - Engineer H.E. White scalded to death in locomotive cab - Fireman saved his life by jumping

Ottawa, Jan 22 - engineer Holland Edward White of Prescott was instantly killed and 18 others injured when the Canadian Pacific passenger train from Prescott to Ottawa plunged over an embankment one mile south of Elwood station and 7 miles from Ottawa at 4:45 yesterday afternoon. Trapped in the cab of his locomotive when it overturned on the downward plunge, engineer White was scalded to death by escaping steam and water. Fireman George Elliot, Prescott, saved his life by jumping

List of the injured omitted

A relief train from Ottawa brought the injured into the city and they were immediately removed in ambulances to local hospitals. Although the exact cause of the accident was not determined, it was believed to have been due to a spread rail. A peculiar feature of the crash was that while the engine, mail and package cars fell one way down the fifteen foot slope, the next car, a passenger, remained on the track, while the two other coaches went over the embankment on the opposite side.

01/02/1922 Ottawa Citizen Prescott Ellwood

NO NEW LIGHT ON 'CAUSE FATAL WRECK

Opening of Inquest Into the Death of H. E. White, C. P. R. Engineer.

No further light was thrown on the cause of the wreck of the C.P.R. Prescott-Ottawa train at Ellwood, on Jan. 21st, by the several witnesses who were last night examined at the Police station in connection with the death of Holland Edward White, the engineer, who was instantly killed when his engine left the track. The inquest did not conclude last night, and was adjourned by Coroner Craig until Tuesday evening, when Mr. George Elliott, the fireman, who is still in the hospital recovering from his injuries, and four or five other witnesses, will be heard.

Last evening, members of the train crew, section men who had gone over the track a short time before the wreck, and others in the employ of the C.P.R., gave evidence as to the wreck itself and what they had seen following it.

None of the witnesses, however, could attach any definite cause for the engine and cars leaving the rails. or could not give any opinion as to the cause of the accident.

John Young, Prescott, conductor of the train, was the first witness. He had been in the second passenger coach and had left to go to the smoker when he heard the wheels bumping and he knew something had gone wrong. The train, he said, a second or so afterward stopped short, and later he had seen the baggage car and the mail car and the engine off the track.

He testified he had sent the brakeman to secure assistance, and then started in on rescue work. A short time later, he met the fireman who informed him he could not find Engineer White, and who said he was afraid he was under the wreckage. Witness then told of having found Engineer White in the engine of his cab.

When discovered, White was dead. The conductor had examined the track, but had not noticed any broken rail, and he could see no cause why the train left the track. There were no switches at the point, and he did not know of any repairs at that point having been made for some time before the wreck.

John Reardon, Prescott, the brakeman, stated he was in the smoker at the time of the accident, and felt the train begin to rock. He told of immediately pulling the bell rope for the brakes to be applied, and of later seeing the body of the engineer. He has been with the company for about 36 years.

Thrown to the Floor.

John Mc.Mullin, the baggageman, said he had reached for the emergency valve when he felt the train begin to rock, but was thrown to the floor 'before he could apply it. He too, had not noticed any broken rail, and did not know of any cause for the accident. The point at which the accident happened he considered a very good one, and he said the roadbed was in such good condition that no ties had been moved. He was of the opinion that the last two cars of the train were thrown off the rails by the sudden stop.

Found One Broken Rail.

Mr. F. Belty, 188 Chapel street the divisional roadmaster, told of having examined the track the day after the accident, and had found one rail broken. The break was on the west side, 20 or 30 feet south of the point where the wheels first seemed to have left the rails. The break, he said, consisted of about three inches off one of the corners of the rail. About four or six feet from this break, there was a mark on the rail as if one of the wheels had cut across it. The next rail to the one with the corner broken on it was intact, but a little out of place.

Track Reported O. K.

The section foreman at Ellwood, John McLaren, said he had had two of his men go over the track where the wreck had occurred the same day. They had passed it about half an hour before the accident and had reported it O.K. when they came in. There had been no repairs made at that point, he said, since the ground had been frozen. He knew of no cause for the wreck.

Nick Tosky and John Riznck, both of whom come from Billings Bridge, were the sectionmen who passed over the track. They were riding on a hand car at a speed of about six miles per hour, and had noticed nothing wrong. About a week ago before the wreck, they had noticed a little spread in one of the rails, but it was repaired by double spiking.

Walter Benny, of Ottawa, divisional engineer of the section, said he had made an examination of the track about 6.30 the night of the accident, but he could not arrive at any definite conclusion as to what might have caused the wreck. Instead of it being the rails, he said, it might have been caused by something wrong with the engine, but he said this had also been examined by experts and nothing wrong had been found.

Mr. J. A. Ritchie, K.C., appeared on behalf of the Crown, and Mr. J. Bourinot, of the legal firm of Ewart, Scott Kelley and Kelley, watched the proceedings for the C.P.R.

Only a small number of persons were present.

03/02/1922 Eastern Ontario Review Prescott Ellwood

An extraordinary incident of the C.P.R. Prescott train wreck on Saturday was associated with a crate of eggs belonging to Mr. and Mrs. B. Patterson, Kemptville passengers. When the coach took to the ditch the crate was thrown from one rack to another across the aisle. Mr. and Mrs. Patterson were injured, but not one of the eggs was broken.

UNABLE TO DETERMINE CAUSE DERAILMENT

Jury's Verdict in Death of Engineer White, Killed in C.P.R. Wreck of Jan. 21.

The jury inquiring into the death of the late Holland E. White, of Prescott. Who was killed in a wreck in the C.P.R. Prescott-Ottawa line near Ellwood, Ont., on Saturday, January 21, were unable to determine the cause of the disaster. Three witnesses were heard last night after which Coroner Craig addressed the jury and the latter retired to reach a verdict. The jury was out about a quarter of an hour.

The verdict read: "That Holland E. White came to his death on January 21. by scalding from live steam when train number 553 was derailed near Ellwood. Ont. We are unable to determine the cause of the derailment."

The principal witness heard last night was George Elliot, of Prescott, who was fireman on the derailed train. The inquest, which was opened on January 31, was adjourned on account of Fireman Eliot [sic] being unable to attend as he had not recovered from his injuries. In his evidence, he stated that at the time of the accident the train was travelling about thirty mile an hour. The brakes had been tested about half a mile before the train had reached Ellwood and they were in good order.

The first he had noticed of any thing being wrong was when he felt the engine jolting and the engineer said: "What's the matter now?" and he answered "She's on the ties." He caught hold of the hand rail on the side of the car and the next he remembered he was thrown out. He was stunned but recovered shortly. When he went on the road bed again the engine was in the ditch on the right hand side, wheels up. He was unable to find the engineer.

Other witnesses heard were Harold Amy, divisional master mechanic, and Samuel Jeffrey, road master, who told of their investigations following the wreck.

08/02/1922

Ottawa Journal

Prescott

Ellwood

JURY UNABLE TO FIND CAUSE OF DERAILMENT

That engineer Holley E. White came to his death through scalding by live steam when train No. 553 of the C.P.R. was derailed near Ellwood. on January 24. was the finding of the jury last night. "We are unable to discover the cause of the derailment," was added to the verdict.

Chief among the witnesses was fireman. Geo. Elliott, of Prescott. He stated he was thrown out of the engine cab by the lurching of the train. The engine was running along about 30 miles an hour. Previous to this about half a mile before Ellwood Engineer White tried his brake and found them all right. The first indication he had that something was wrong was the jolting of the engine on the ties. He had no theory as to the cause of the derailment.

Other witnesses examined included, Samuel Jeffrey, 86 Preston street, the roadmaster, and Harold Amy, 478 Gilmour street, the divisional master mechanic, both of whom testified to the condition of the road and the engine.

Dr. J. H. Kidd. who examined the engineer, said he came to his death, from scalding.

15/03/1922

Ottawa Journal

Prescott

WELLINGTON STREET VIADUCT NOT NEEDED

Stand of Railways on Bridge Over Their Tracks.

"Entirely unnecessary", "wanton extravagance", "no justification", are some of the terms used by the Grand Trunk and Canadian Pacific Railway Companies in opposing the proposal of the city to construct a new bridge over the tracks of the two companies at Wellington street.

The city has in its bill before the Ontario Legislature a request for authority to raise upon debenture and to expend upon the construction of a new viaduct a sum not exceeding \$150,000. This was estimated to be more than would cover the city's share of the cost of building a new viaduct, the balance being borne by the county of Carleton and the two railway companies. But the idea of being asked to contribute to the cost does not appeal to these other parties, judging by the replies submitted to Board of Control yesterday, to the proposal of the city. The replies from the county and the two railway companies were read to the Board, and filed. The apportionment of cost eventually would have to be made by the Dominion Railway Board.

That there was no present need for the bridge was strongly brought out by the county and railways. County Council wrote to the effect that the existing structure was in good repair and required only resurfacing of flooring, cost of which should be borne by the city under Section 460 of the Municipal Act, The cost of maintenance and repair should also be shouldered entirely by the city. It pointed that the present bridge provided adequate traffic accommodation.

Bridge Unnecessary.

The Grand Trunk Railway Company declared that construction of a new bridge was entirely unnecessary and would be only wanton extravagance The present bridge had been up only 10 years and was in good shape except for the surface. The C.P.R. engineers reported much the same, stating there was no justification for going to the expense which would be involved as it would involve a large expenditure of money. It was sufficient for vehicular and pedestrian traffic for many year. The fate of the city's request in its private bill will be awaited with interest.

24/04/1922

Ottawa Journal

Prescott

Osgoode

SERIOUSLY INJURED FALLING OFF TRAIN

E. A. Anctil, Quebec, Fractures Skull Near Osgoode.

Mr. E A. Anctil. export tailor of Quebec City, aged 53, fell off the rear of the incoming C.P.R. Toronto train, near Osgoode, on Saturday night at 8.55. He is now lying in Rideau Street Hospital with a fractured skull and a broken bone in his right leg. He had not regained consciousness this morning. His son. Mr. R. E. Anctil, arrived from Quebec last evening. Dr. T. H. Leggett is attending him.

The train was travelling rapidly when the accident occurred and it did not come to a stop until almost two miles from the spot. The train backed up, preceded by trainmen searching the ground with lanterns. As soon as Mr. Anctil was found he was placed on the train and rushed to Ottawa. Dr. H. C. Wert, of Smith Falls, who was on the train, rendered first aid. News of the accident had been sent on ahead and the ambulance of George Burney & Son was waiting to take the injured man on his arrival to hospital.

Mr. Anctil boarded the train at Toronto. Towards evening he appeared to be unwell, and as soon as the train had passed Ambrose he went out on the observation platform at the rear of the train, apparently seeking fresh air. Mr. and Mrs. George Pushman of Ottawa were the only other passengers in the parlor car at the time. Mr. Pushman saw the man leaning over the railing on the platform, Fearing an accident, he rushed out to him but was only able to catch a foot as the rest of the body fell over. Mr. Anctil's weight nearly pulled Mr. Pushman off the platform and he had to let go of his hold. Mrs. Pushman, in the meanwhile, had given the alarm to the porter, who pulled the communication cord.

According to Mr. Pushman, the man fell on his head on the track and rolled a number of times before stopping. When found Mr. Anctil was unconscious and bleeding freely from his head injuries. As soon as the train arrived in Ottawa, word of the accident was sent to the family living at 53, Buade street, Quebec, according to papers found in the man's coat. The son, Mr. R. E. Anctil, arrived last night on the Montreal train

24/04/1922

Ottawa Citizen

Prescott

QUEBEC MAN FALLS FROM A C.P.R. TRAIN

F. A. Anctil Gravely Injured .. Had Gone to Rear of the Train.

After falling off the rear of the C.P.R. Toronto-Ottawa, train, travelling in the direction of Ottawa. 9.30-Saturday night. F. A. Anctil, importing tailor, of Quebec city, was admitted to the Protestant General hospital. Rideau street, and today was reported to be in a critical condition. Mr. R. E. Anctil. of Quebec, son of the injured man. arrived in the city last night.

How the injured man came to fall off the train is unknown. It is said that he was travelling in the first class coach and walked back to the rear of the train through the parlor car and out onto the rear platform, when the train was but a short distance south of the city. He was missed shortly afterwards and the train was brought to a stop and a search made. Some distance back he was found in an unconscious condition, lying on the tracks.

Dr. H. C. Wert. of Smiths Falls, who was on the train, rendered him "first aid." and he was brought to the city. Burney and Son's ambulance met the train at the station and took the injured man to the Rideau street hospital.

Today the man was still in an unconscious condition and his state was considered very serious. Dr. R. M. Leggett. who is attending him, stated that he was severely injured about the head, and grave fears are held that his skull is fractured. His right knee is also badly injured.

QUEBEC TAILOR DIES OF FALL FROM TRAIN

E- A. Anctil Succumbs to Injuries.

Mr. E. A. Anctil, of Quebec city, retail tailor, who fell off the rear of the C.P.R. Toronto-Ottawa train, as it was nearing the city on Saturday night, died at an early hour this morning at a local hospital. Two daughters and a son are in the city and will take the body with them to Quebec but as yet have not completed arrangements.

Coroner Saulter opened an inquest this morning at Burney and Son's morgue, and the inquiry was adjourned until May 3.

More but only repetition of original item

ACCIDENTAL DEATH IS VERDICT OF JURY

That Emile Armand Anctil, of Quebec City, came to his death on April 26, at a local hospital through injuries to his brain caused by an accident when he fell through the rear end of a Toronto-Ottawa C.P.R. train, near Osgoode Station was the verdict of the jury at the Police Station last night. Coroner W. W. Baulter presided.

Evidence was given by F. W. Abbs, Toronto, the conductor, and also by W. Doricott, trainman. Dr. T. H. Leggett, who examined the injured man said he couldn't find a fracture of the skull but the brain was injured.

Several passengers were also examined among them being Mr. and Mrs. G. Pushman, 25 Fairburn avenue. Mr. Pushman made an attempt to catch the falling body as it lurched from the train, but was unsuccessful. Richard J. Durley, 654 Rideau street, also gave evidence, as did the steward Geo. Walters, of Toronto, who told that Mr. Anctil had gone to the observation car, leaned over the railing, lost his balance and fell over.

New timber bridge on Bowesville road

Action of C.P.R. Aims Prevent Accidents

Announcement was made this morning by CPR officials of the company's intention to construct a new timber bridge at the point on Bowesville road where the tracks cross. At present there is a bad twist in the road and the bridge winds in such a way as to prevent motorists approaching it in both directions from seeing each other until they are almost together. There have been several collisions at this spot.

By pulling down the old winding bridge and making the new one a straight ahead one, this damage will be removed, besides generally improving the appearance of that section.

The action of the C.P.R. has been partly the result, it is stated, partly of the good work of H. B. Billings of the township of Gloucester who has been in communication with C.P.R. officials. The Ottawa Suburban Road Commission will be prepared to grade the approaches to the new bridge.

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PRESENCE OF MIND AND OBEDIENCE OF GIRLS SAVED LIVES

Promptness of Miss Parker of Girl Guides Averted a Greater Loss. Engine Crew Saw Nothing.

That the promptness and presence of mind of Miss Eunice Parker, the heroic captain of the troop of Girl Guides which was trapped on the C.P.R. bridge, known as the White Bridge across the Rideau river, by a light engine, on Saturday evening, was what averted a worse disaster, becomes more clear as the details of the girls' story are better known. That the troop of girls of about twelve years old and upwards should have acted under direction so quickly, and done the only possible thing that would save their lives, without panic, and in the coolest of discipline, was a great tribute to the training they had received in the organization. If it had not been for their obedience and coolness the accident of Saturday evening would have been much more appalling.

Engine Crew Saw Nothing.

Mr. J. H. Hughes, acting superintendent. Ottawa Division, C.P.R., in the absence of Mr. H. B. Spencer, stated to The Citizen that engine No. 2213 left the Broad street shops for Union station and crossed White Bridge about 6.03 p.m. Saturday. Engineer J. Chisholm and Fireman Scharfe comprised the crew. These men left soon after for Montreal, but he had got into communication with them and they stated they saw nothing on the bridge on Saturday night where Mrs. E. W. Campbell met so sudden and tragic a death.

The men also report that there were no marks on the engine, which travelled head first, to indicate that anything had been struck.

The next engine to pass that way was No. 2611 in charge of Engineer McNeily and Fireman Richardson but it did not cross the bridge until 6.56 p.m. which is some time after the mishap.

Engineer Chisholm and Fireman Scharfe returned to Ottawa, on the train due 11.55 a.m., but had nothing further to report and simply confirmed what they had previously stated in reply to enquiries from Mr. Hughes. Engineer Chisholm lives at 203 Gloucester street.

Mr. Norman A. Irwin of the Collegiate Institute staff, was quite definite in his statement to The Citizen that it was shortly after six o'clock on Saturday night that the engine passed over the bridge and he heard a splash as of something falling into the river.

MacKenzie Bros, ambulance was called for shortly after six o'clock

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SPLENDID PRESENCE OF MIND OF GIRL GUIDE SAVES MANY LIVES IN MOMENT OF PERIL

Mrs. Ellen Margaret Campbell, 190 Bayswater Ave., Instantly Killed When Party Crossing C.P.R. Bridge Near Dow's Lake, Meets Locomotive, But Prompt Action of Troop Captain Miss Eunice Parker, 424 Gilmour Street, in Ordering Girls to Lie Down on Edge of Bridge, Saves Many Members of Fourth Ottawa Troop of Guides.

Mrs. Ellen Margaret Campbell, widow of the late Alexander Campbell, 190 Bayswater avenue, was instantly killed, and seventeen members of the Fourth Ottawa Troop Girl Guides had narrow escapes when the party suddenly met a light engine, about six o'clock Saturday evening, on the White Bridge, a C.P.R. bridge over the Rideau river to the south of the city. This bridge is a short distance south of the road bordering the south shore of Dow's Lake and the Rideau canal. That all members of the Girl Guides' troop escaped injury is due to the presence of mind of the troop captain, Miss Eunice Parker, and to the splendid obedience to orders of the members of the troop.

Miss Parker is badly upset over the fatal accident, more so because the bridge on which the accident happened is railway property and closed to the public. Took Short Cut.

The party set out about two o'clock on a hike to the vicinity of Hog's Back and were on their way home when the accident happened. It was then about six o'clock. They were on the south side of the Rideau river and to avoid having to go around either by Billings Bridge or by Hog's Back, Mrs. Campbell suggested that they cross the railway bridge and the others followed. The bridge is about 150 feet in length and is 34 feet in height.

Mrs. Campbell was in the lead with about half the girls and had got across the bridge, while Miss Eunice Parker, 424 Gilmour street, captain of the troop, followed with the rest. This last party was about the center of the bridge while the party which Mrs. Campbell was with had reached the north end, when a light engine appeared from the north, travelling from the C. P. roundhouse to Central station.

When the locomotive appeared, while the several girls were on the railway bridge, there wasn't the least panic among those on the bridge. With great presence of mind, Miss Parker, who was with these ordered them to lie flat along the side of the bridge beside the rails, and the girls with her, carried out her instructions to the letter. The bridge has no upright sides nor iron girders overhead.

Ran Back on Bridge.

Apparently Mrs. Campbell became worried for the safety of the girls who were still on the bridge and ran back on to the structure. She had got about a third of the way across when the locomotive drew near, when she dropped into the river 34 feet below. Whether she was struck by the engine or fell over the side of the bridge in attempting to lie down like the others just as the engine approached her, is not known.

From all appearances the crew of the engine did not notice any trouble for the engine was not brought to a stop but continued on. It was growing dark at the time. Mr. Donald M. Clark, 36 Ossington avenue, and Mr. Norman A. Irwin, 105 Cameron street, both teachers at the Ottawa Collegiate Institute, were down at the side of the river near the bridge with a boat. They did not see the accident but heard a splash in the water, and on investigating, found Mrs. Campbell's body in about a foot of water, almost directly below where she fell from the bridge. Judging from this, it is believed that she was not struck with any great force for she would have been thrown forward.

Inquest Is Opened.

Both Mr. Clark and Mr. Irwin set out with their boat to where the body fell in the water, found it and brought it to shore. The Rideau river in the vicinity of the bridge is quite shallow, very rocky and filled with boulders.

When the body was recovered and brought to shore by the two men, Miss Parker went to the lockhouse at Hartwell's for assistance, and Mackenzie Bros.' ambulance was called. Mrs. Campbell was to all appearances dead when taken from the water. Coroner W. W. Saulter, M.D., was notified, and visited the scene of the accident. The body was removed to Mackenzie Bros. undertaking parlors, 511 Bank street, where Coroner Saulter opened an inquest at noon yesterday. After having the body identified and the jury empanelled the inquest was adjourned until a week from tonight at the court house.

Members of Party.

There were eighteen persons in the party, and it is said that nine of these were under twelve years of age. The party consisted of Mrs. Campbell, who accompanied the troop. Miss Eunice Parker, 424 Gilmour street, captain of the troop; Alice Barker, 11 Spadina avenue; Muriel McKenny, 78 Rosemont avenue; Betty Simmons, Thelma Lee, 219 Armstrong street; Frances and Nelly Burns. Betty and Peggy Arnold, Woodroffe; Jessie McIntyre. Ida and Helen Williamson. Hazel Brown, Kathleen Sanders, Edna Wilson. Myrtle Latimer and Ada Cathcart.

According to the stories of some of the girls the party had gone by the railway bridge as a short cut, though some of them were not inclined to do so. When the engine was seen coming, Miss Parker ordered them to lie down, and Mrs. Campbell, who had crossed the bridge, started to run back towards those who were still on the bridge. As the engine neared them one of the girls called to her to lie down. After that, as she was on the opposite side of the bridge to them, they could not see her on account of the passing engine.

Miss K. Syms, officer commanding the Girl Guides in Ottawa, had not heard the particulars of the accident so that she could not give a statement concerning it. However, Miss Syms said that the party had no right to be on the bridge whatever, though it is often used by pedestrians. As most of the girls in the party lived in the west end, and were in a hurry to get home, they took the railway bridge, it being the shortest way, and to avoid having to go around by the bridge at Hog's Back or Billings Bridge.

Made No Report.

The girls were evidently not noticed by the engine crew as they lay upon the outer edge of the bridge. Officials at the C. P. R. station office say that no report was turned in from any engine and that the crew would certainly have reported if anything unusual in the way of an accident had been seen by them. It is probable that in the gloom at the time of the accident, Mrs. Campbell's falling from the bridge was not noticed, even if the engineer had seen the girls lying down beside

the track.

It is not known what engine it was that passed over the bridge at that time. Engine No. 2215 left Ellwood at 6.05 o'clock, according to the dispatcher's report, and came into the Central station, later leaving with the 6.55 train for Montreal. But whether this is the engine that passed the Girl Guides on the bridge cannot be ascertained, as no mention having seen them was made by the crew on its arrival in the station.

Railway officials state that the only possible chance for foot passengers on the bridge when a train was passing over it was to lay prostrate on the outer edge. They state that it is a most dangerous bridge to cross on foot at any time

Late Mrs. Campbell
More personal details

15/10/1923 Ottawa Journal Prescott White Bridge

GIVES HER LIFE IN RUSHING TO AID OF GIRL GUIDES CAUGHT ON BRIDGE WHEN LOCOMOTIVE THUNDERS PAST

Mrs. Ellen Campbell, 190 Baywater Avenue. Falls to Death Off "White. Bridge" on the Rideau - Terrified Girls, on Instruction of Leader, Lie Down Beside Rails and Engine Roan by Beside Them - Fails to Stop.

Trapped on a railway structure known as the White Bridge, that crosses the Rideau River about a mile above Billing's Bridge, Mrs Ellen Margaret Living Campbell leaped off or fell 40 feet instant death on Saturday evening at 6 o'clock under circumstances singularly tragic and terrible.

The dread moments that marked the passing of the public - spirited kindly woman's soul from the finite to the infinite were inspiring in her disregard of self and the frantic concern which she manifested for the young lives of fourteen Girl Guides who were partly in her care and whose safety was imperilled by a great locomotive that appeared unexpectedly travelling southward and with headlight flashing on the twilight of early evening, sped inexorably around the curve and on to the bridge.

Miss Eunice Parker was in official charge of the children. The little girls were running this way on to that in futile terror, when Miss Parker, unperturbed in the emergency, ordered them to lie down on the ties. There was space, precious and sufficient, between the rails and the stringers, as the longitudinal beams are called, and the children, at Miss Parker's command, sank from the site of the terrified people on the banks of the river who were watching the appalling scene.

Demands one toll.

The engine speed by, the children arose pale, trembling, but alive and well. Then it was noted that Mrs. Camp Bell had vanished, and in the minds of Miss Parker and the little Girl Guides dawned the understanding that the death had demanded a total of one life as the price of the never-to-be-forgotten outing. In the gathering darkness search was made for Mrs. Campbell and soon an inanimate form was found lying on the rocky bed of the river under two feet of water. Her skull had been fractured, and there was no doubt that she had died instantly.

The troop of girls started out from their headquarters in hintonburg early in the afternoon taking a lunch with them.

Non -railway detailomitted

Going out the party had followed the Prescott highway to hogsback, then crossed and came along the east side of the Rideau River to the White Bridge. Then they stopped for a rest and supper, after which they set out for home, deciding to cross the bridge to shorten the journey.

The troop had climbed to the track, and were scattered about the bridge in little groups when suddenly the headlight of the locomotive coming into the city swung into view around a curve before them. All was confusion at once, and the girls began running hither and thither, aimlessly. Mrs. Campbell who was in the lead and safely across, managed to get several of the smaller girls off the bridge. The others started running for the end of the trestle in an attempt to get clear of it. However it soon became evident they all could not do so and Miss Parker, who remained perfectly cool throughout the trying experience, called to them to fall flat upon the ties at the side of the rails.

Among those who were trapped on the trestle with Miss Parker were Alice Barker, Francis Burns, Jessie McIntyre, Thelma Lee, and three others whose names could not be obtained. All the girls were intensely excited and none could clearly remember the details of the experience. Several managed to reach the end of the bridge before the engine was upon them, but these eight girls less fortunate, dropped flat when they saw the hopelessness of their flight, and lay, frozen by suspense and dread while the locomotive thundered by.

Half Way Over

"I was just about half way over the bridge," said Miss Thelma Lee, one of those caught on the trestle, "when the headlight of the engine swung around a curve. I started with the other girls to run for the end, but when I saw I couldn't make it, I nearly died. But then Miss Parker cried, "All lie down flat." I fell down at the side of the track, and shut my eyes. I heard the engine go by, but I was so scared I hardly knew what I felt like. I wasn't hurt at all. None of the girls were, and none fainted, but we were pretty badly frightened."

23/10/1923 Ottawa Journal Prescott White Bridge

ACCIDENTAL DEATH IS JURY'S VERDICT

Engineer On White Bridge Heard Shout But Saw No One

Skull Fractured.

Dr J. Kenton Argue said that he had examined Mrs Campbell's remains at Mackenzie's undertaking parlors. A two-inch fracture of the frontal bone in the skull caused Mrs. Campbell's death, which must have been instantaneous. The injury was probably due to her falling on some object like a rock There was no evidence of death being caused by drowning.

Coroner W. W. Saulters, in summing up the evidence of the various witnesses, felt that there was no discrepancy in their statements. He recalled the circumstances of the tragedy, and was of the opinion that the ill-fated party were guilty of trespassing and had no right in crossing the White Bridge. He said that the very one to lose her life was the one who had suggested crossing the bridge. Miss Parker had acted with commendable presence of mind in saving the children.

Coroner Saulters said that the evidence heard indicated that the engine had not struck Mrs. Campbell. Probably during the confusion and excitement and in the glimmer of the headlights of the engine Mrs. Campbell had either fallen or leaped off the bridge. Her death was by misadventure or misfortune.

NO BLAME PLACED ON ANY PERSON FOR BRIDGE FATALITY

Verdict of Accidental Death in Inquest Into Circumstance in Which Mrs. E. M. Campbell Lost Life.

The tragic story of the fate which befell Mrs. Ellen . Margaret Campbell, 190 Bayswater avenue, when, in endeavoring to look after the safety of a number of young Girl Guides, who were caught by a passing light engine of the C.P.R. on the White Bridge, across the Rideau river, on the evening of October 18 [sic], she fell to her death to the rocks below, was unfolded in the court house last evening, at the inquest conducted by Coroner W. W. Sautler. A verdict of accidental death was returned.

The evidence submitted by a number of the witnesses led to the assumption that Mrs. Campbell was not struck by the engine, but that she in some way fell, when, after reaching safety herself, she ventured back on the bridge, in the face of the approaching locomotive, fearing that some of the girls were in danger. Coroner Sautler, in summing up after the evidence had been submitted, said that the party of girls were undoubtedly trespassing, by crossing the bridge, and had no right to walk upon the C.P.R. tracks or right of way. It had been shown that Miss Eunice Parker, captain of the Girl Guides, and Mrs. Campbell, who were in charge of the party, had assumed responsibility for the girls being upon the railway bridge, and that both the deceased lady and Miss Parker had acted with commendable sagacity in endeavoring to secure the safety of the girls in their charge. While there was no evidence to show how Mrs. Campbell had left the bridge, the assumption was that she had, probably, in the confusion which arose, when the approach of the engine was noticed, ventured on to the bridge from which she fell to the rocks below causing injuries which resulted in instantaneous death.

Attach no Blame.

He was satisfied that the late Mrs. Campbell had come to her death through misadventure, and that no blame, could be attached to anyone, for it was clear that it was due to Mrs. Campbell's maternal instinct, that she had lost her life.

The chief witness was Miss Eunice Parker, 424 Gilmour street, captain of the Hintonburg troop of Girl Guides, who stated that on Saturday, October 18.[sic] at two o'clock, she, with Mrs. Campbell, who was an invited guest, had set out from the Y.W.C.A. with sixteen young girls on a hike to Hog's Back. They went out via the Experimental Farm and the Prescott Highway and returned along the south bank of the Rideau river to a point where they had supper and then Mrs. Campbell suggesting they go back over the railway bridge as a short cut, witness had concurred. She stated that Mrs. Campbell went ahead with a party of girls and witness followed with others, whom she took over to the north end of the bridge about four-fifths of the way, and then went back for others.

Saw Headlight.

Witness was standing on the bridge looking south when she heard someone call that a train was coming and looking to the north she saw the headlight rounding the curve at the approach of the bridge. Realizing the danger the girls were in. she called out to those who could, to make for the platform on the west side of the bridge where there was a water barrel. Seeing that all could not get there in time to avoid the engine she called to them to get off the track and lie down. She was certain that when the engine was approaching there was nobody on the track between it and her. She then sat down by the side of the track herself, but not before seeing that there was no one on the track at the south end of the bridge.

When the headlight of the engine came in sight she had seen Mrs. Campbell, standing on the embankment clear of the tracks with some girls with her, and thought she was safe. After the engine had passed and she had mustered the girls, Mrs. Campbell was found to be missing, and her body was later found on the rocks, about a third of the distance out from the north end of the bridge.

Before Engine Passed.

Mr. E. Clark, 36 Ossington avenue, who with his wife and friends were picnicing near the bridge, told of seeing the girls on the bridge, and the approach of the engine, which had whistled for the bridge. He saw the headlight approach the bridge, and then heard a splash in the water. He was of the opinion that the splash in the passed the spot directly above, and did not believe that the unfortunate woman was hit by the engine. He and Mr. Irwin, 105 Cameron Street, who was in his party, helped recover the body of Mrs. Campbell. She was dead when discovered.

Mr. J. P. Chisholm, 202 Gloucester street, engineer, and Mr. Albert Scarfe, 858 Somerset street, fireman on the engine, stated that they had not seen anyone on the bridge, but the former thought he heard someone shout, and the latter someone whistle. They were unaware that an accident had happened until they were telegraphed to that effect by the C.P.R. at Montreal.

Miss Ada Cathcart, 9 Melrose avenue; Miss Alice Barker, 11 Spadina avenue, and Miss Thelma Lee, 219 Armstrong street, who were caught on the bridge by the approach of the engine, told of their experience, but were unable to throw any light on how Mrs. Campbell came to leave the bridge. They stated that some of the girls wanted to go back the way they had gone out, fearing they might not be safe on the bridge. They told of hearing Miss Parker call to them when the engine came in sight, to lie down or make for the water barrel, and they had done so, and thus escaped injury.

Dr. J.F. Argue testified that death had been due to a fracture of the frontal bone, which in his opinion had been caused by Mrs. Campbell falling on a hard object such as a rock

The jury, after a brief deliberation returned a verdict of accidental death, declaring that the late Mrs. Campbell met her death by falling from the White railway bridge of the C.P.R., over the Rideau river, on the evening of October 18 [sic], a distance of thirty-five feet to the rocks below.

Mr. H.H. Hough, claims agent of the C.P.R., was present at the inquest

14/08/1926

Ottawa Citizen

Prescott

Kemptville

The above picture of the "Lucy Dalton" was taken at Kemptville about the year 1879. The engine was a wood burner of the later type and was considered a great engine. It was built at the famous Taunton (Mass) Locomotive Works in 1872 and was covered in brass and was beautifully painted.

The engineer standing between engine and tender is George Wallace who afterwards ran on the C.P.R. and is now dead. The conductor, in full view on the platform is Conductor O'Leary. They all became C.P.R. men. Mr. Wallace was a brother to Conductor J. Wallace, now pensioned, and one son is conductor on the C.P.R. at Ottawa at the present time. His father was roadmaster on the road (coming from the Grand Trunk in the sixties) and was pensioned by the C.P.R. in 1900.

23/05/1927

Ottawa Journal

Prescott

Ottawa, Broad Street

Twenty-nine of the 53 bells for Canada's carillon arrived in Ottawa from Montreal this morning, and shortly after one o'clock the second largest, weighing about eight tons, was placed into position to be hoisted from the ground into the Victory Tower.

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The largest bell, which weighs 10 tons, will be brought from the Broad Street station as soon as the eight ton bell is hoisted to its place. More.

13/03/1928

Ottawa Citizen

Prescott

Passenger Recovers Gem Lost on Train.

Tribute to Honesty and Efficiency of C.P.R. men.

The honesty and efficiency of railway employees was shown in a striking way when a diamond which had fallen to the floor of one of the cars on the C.P.R. train coming into Ottawa from Smiths Falls was found by a trainman the day after it was lost.

A woman passenger had embarked with a valuable diamond ring and on reaching her destination here found that the stone had dropped out of the setting. The people with whom she was staying promptly got in touch with the railway officials and the search began.

The vacuum cleaner failed to locate it although the exact place where the lady had been sitting had been described. Next day, however, a trainman decided to search with a flashlight on the floor under the seats. In the beam of his light he finally detected a gleaming object which he discovered to be the stone sought. The grateful lady received her gem the same day.

Narrow Escape As Train Hits Grader

H. E. Turnbull, Working on Heron Road, Jumps from Machine as Engine Smashes It.

H. E. Turnbun, working on road grading on the Heron road, had a miraculous, escape from death when the road grader on which he was working was struck by the C.P.R. Montreal express as it loomed around a curve a short, distance from the crossing on which the grader was standing.

The work was being done by Mr. Turnbull and E. M. Soper working for the Adams Company for the township of Gloucester. Grading had been carried out during the day and the machine had been disconnected from the caterpillar tractor which had been drawing it.

At the time the accident occurred the grader was standing on the crossing when the train appeared around the curve without warning. Mr. Turn-bull had barely time to jump to safety before the pilot of the engine hurled the machine to one side, breaking several of the parts but not completely smashing it.

06/06/1929 *Ottawa Citizen**Prescott**Prescott*

Auto Knocks Tank Car From Rails

Ogdensburg Man, Returning from Ottawa, is Instantly-Killed at Crossing.

PRESCOTT, June 6 - E.J. McDermott, 46, of Ogdensburg, was instantly killed last night at Rooney's Crossing, about 4 miles from Prescott when his Pontiac coupe crashed into a freight train. He was returning from Ottawa and was driving alone and as the car climbed a slight incline at the crossing it smashed into the side of a tank car with such force that the tank car was derailed and the car was carried a distance of 30 feet by the eastbound freight before it was halted. The body was moved late last night to G. P. Robinson's undertaking parlors, Prescott, and Coroner McPherson in giving a verdict of accidental death, declared that death was due to loss of blood from a deep cut in the throat. Mr. McDermott had resided in Ogdensburg about five years and was employed by the New York State department of labor as a boiler inspector. He was an ardent sportsman and his visit to Ottawa to attend the races had been planned for several weeks. The body was removed to Ogdensburg this morning.

26/06/1930 *Ottawa Journal**Prescott**Prescott*

CPR is building a new building at Prescott Ontario to house the freight shed, freight office, and the offices of the ferry service over to Ogdensburg NY.

17/01/1931 *Ottawa Citizen**Prescott**Ottawa West*

Freight foreman was found dead in railway car.

Believed to have been rendered unconscious by a fall through a hatch at the top of a refrigerator car and while in this state to have succumbed to carbon monoxide fumes, Samuel W. Colbert, 500 Lisgar street, aged 42 years, C.P.R. freight shed foreman at Hull West, was found dead in the car in the Broad street yards. The tragic discovery was made shortly after four p.m. yesterday by Wiliam Tilson and John Burkhill, car inspectors, as they were checking over a freight train prior to its departure for Toronto.

Dr. I.G. Smith was called and pronounced the man dead. Coroner J.E. Craig M.D. was then notified and had the body removed to Burney and Sons parlour, where an inquest was called this morning and adjourned until Wednesday evening at the police station at 8 o'clock.

Colbert had not been seen around since early in the afternoon but no anxiety was felt as his duties took him nearly all over the Hull West yards. It was part of his duties to superintend the heating of refrigerator cars in winter to prevent goods in transit from freezing. The heaters, charcoal burners, are installed in the ice boxes of the cars.

The car in which Colbert lost his life came from Saint John N.B., and its destination was Toronto, but through a misunderstanding it came to Hull instead. It is believed that while inspecting one of the heaters Colbert lifted the cover off one of the hatches on top of the car, which is the usual entrance to the ice box, and in some manner unknown fell inside and was rendered unconscious by the fall. There was a bruise under his chin, apparently caused by the fall.

The circumstances which led to his discovery was the two car inspectors swinging the hatch at the top of the car open, On climbing to the top and looking inside they saw Colbert lying prostrate, partly over the heater in which a saw fire was burning and from which gas fumes were escaping. They immediately drew him out in the open and used every effort to revive him but without success.

Native of gatineau

The late Mr. Colbert was born in the Gatineau district and lived the greater part of his life there. He came to Ottawa from Hull six years ago and had been a resident of the Capital ever since. In fraternal societies he took a prominent part, being a member of Eddy Lodge, A.F. and A.M. No. 41 and of the Brotherhood of Railway and Steamship Clerks Freight Handlers, Express and Station Employees No. 1161.

Surviving are his widow, formerly Annie Amelia Whates and one son, both of Ottawa.

The funeral service will be at his home, 500 Lisgar street on Monday January 19, at 2 p.m. Interment will be in Beechwood cemetery.

15/08/1932 *Ottawa Citizen**Prescott*

R. W. Bottrell had notable career as railway engineer.

Started work behind throttle when only 19 years of age. Fast run recalled.

Richard W. Bottrell, who began his career with the Canadian Pacific Railway at the age of 19 years as an engineer, died this morning at the home of his son, George Bottrell, 21 Aylmer avenue, following an illness which lasted since April. Mr. Bottrell was 65 (should be 69) years of age.

Born in Quebec city, Mr. Bottrell had made Ottawa his home since 1868 and was one of this city's best known citizens. His record with the C.P.R. until his retirement in 1922 was an enviable one.

At 13 years of age in 1876 the future engineer became imbued with the spirit of adventure, and crossed the border into New York state, After filling various jobs of which he was capable at that time for about a year, he returned to Canada, finding a job as an apprentice in the Q.M.O and O. shops.

Mr. Bottrell returned to Ottawa taking a job running a donkey engine in the C.P.R. yards. At that time he was 15 years of age.

A year later the boy heard of an opening on the Q.M.O. and O. line between Hull and Aylmer, and landed a job as a full-fledged fireman. The engine was famous in the district as old No. 1, known as the De Boucherville". The train made four trips between Hull and Aylmer daily. In 1881 the Q.M.O. and O. holdings were bought by the C.P.R. and Mr. Bottrell was promoted by his new employers to their Brockville and Ottawa line. His next job was firing on the lumbermen's mixed train between Ottawa and Mattawa. On this run he had many valuable and interesting experiences.

At the age of 19 in 1882, he was promoted to the position of fireman on the Ottawa-Pembroke passenger train. When not quite 20 he was given an engineer's job in yard service in Ottawa, which position he held for about a year.

Fast run recalled.

When the Soo branch of the C.P.R was finished in 1885, Engineer Bottrell was given a passenger train between the Soo and North Bay. In later years he had all the best runs on the C.P.R. including the Montreal-Ottawa short line. It was on the latter run that he made the trip between Vankleek Hill and Ottawa, 55 miles, in 46 minutes. One one occasion he left the old Union station at the Chaudiere for Montreal with 13 coaches on the Winnipeg -Montreal train. The train left the Chaudiere at 5.15 and arrived at Montreal at 7.38, two hours and 23 minutes later.

In 1904 he was sent as an Ottawa district representative to the Brotherhood of Locomotive Engineer's convention at Los Angeles. At that convention he was elected first grand assistant engineer and held the office for 6 years. Some years ago the B of LE awarded Mr. Bottrell a long service badge for his 44 years of membership with the order.

The veteran engineer was a member of St. Luke's Anglican church and the Oddfellows order. Surviving are one son, George; two daughters, Mrs. W.D. Davis, Windsor, Miss Lulu Bottrell, Sault Ste. Marie, Ont; two sisters, Mrs. J.W. Borrett, Toronto, and Mrs. Eric Carruthers, Ottawa, one brother, F.A. Bottrell, C.P.R. engineer at Moose Jaw; one grandson, John Franklin Bottrell, and his daughter-in-law Mrs. George Bottrell.

The building of the Bytown and Prescott Railway was a great boon for the farmers along the route. In the first place it meant ready money for those whose land was crossed or bisected by the rails. While the road was being built the farmers and their sons got work on it. The pay was only 80 cents per day, but 80 cents was a lot of money in those days. After the road started running the farmers found a ready market for wood from their bush lots - fuel for the old wood-burning engines. They got a dollar per cord delivered at the station platform.

Locomotive fireman of eighties had many mean tasks to perform

Veteran railroader recalls customs of fifty years ago.

George W. Hawley draws on memory to recount tales of hardship, snowbound passenger trains and slow moving freights, tells of fishermans' paradise at Chalk River and of the big ones that didn't get away, relates an amusing partridge story.

Looking back upon forty-four years of railroading in the Ottawa district, Mr. George W. Hawley, of 346 Cambridge street, who entered the employ of the Canadian Pacific Railway in 1883 and retired on pension in June 1927, throws some interesting light on the life and experiences of a railroader in the days of "pony" engines and slow-moving passenger trains. Mr. Hawley's reminiscences should prove fascinating to the younger generation of readers and revive memories, both pleasant and unpleasant, for those readers who began their railroad careers under just such conditions as Mr. Hawley describes.

George Hawley, who has 74 summers to his credit and is still as agile as a cricket, is not a native of Ottawa or the Ottawa district. He was born in the year 1862 near the village of Cardinal, in Edwardsburg township and has many interesting memories of life and conditions in that district in his childhood days. Some of them are related in a separate story on this page.

'Twas on the 26th of March, 1883, that Mr. Hawley got word to come to Ottawa and begin his railroad career with the C.P.R. He was slated to commence as assistant mechanic in the machine shops located near the old 3-stall roundhouse, which was built and used by the Quebec, Montreal and Occidental Railway - later taken over by the C.P.R.

In those days, when labor was not as plentiful as it is today, a smart mechanic didn't have long to wait for promotion to a higher position. And so, after slaving in the shops for seven months - with long hours and comparatively little pay - young Hawley found himself elevated to the more dignified and more lucrative position of fireman.

Before we leave the shops and go on with Mr. Hawley's story of his experiences as fireman and later engineer, let us recall the names of some of those employed in the Ottawa Division (C.P.R) in the eighties. Johnny Dewar was foreman of the shops and William Cross was master mechanic. Among those who "ran" out of Ottawa were Isaac Schofield, Joe Burke, Ab Hudson, Bill Christie, Joe Jackson, James Barr, Dave Kelley, Charlie Eldridge, Charlie Bellamy, Jack Dudley, Fred Rowe, Bill Golden and Hughie Richmond.

When the narrator of this story arrived in Ottawa in '83, he secured lodgings in the home of the late William Hill, on Sherwood street. Hill was the official lamplighter for Lebreton Flats. In those days the streets were lighted with naphtha lamps and it was Hill's job to start out bright and early each morning and fill the lamps so they would be ready to set aglow at night. Readers who lived in that section of the city in the eighties will undoubtedly recall seeing Hill driving through the streets with a cart on which was mounted a barrel of naphtha, a ladder with which to scale the lamp posts and a bag containing lamps, wipers, wicks and other paraphernalia.

The life of a railroad fireman was no sinecure in the eighties, Mr. Hawley informs us. The firemen of those days had plenty of the dirty work to do - work which is now done in the shops or through mechanical gadgets which require only the pulling of a lever. For instance, the fireman was required to crawl under his engine and clean out the ashpan with a hoe: it was his business to see that all brass, inside and outside, was thoroughly scoured every day; it was his business to fill the oil cups, lubricators, etc., and it was his business to do a dozen and one other things from which present firemen are exempt.

There were then the discomforts of piloting an engine. There were no side curtains to keep out the snow in winter and the rain in summer. Little provision was made for combatting snowstorms, with the result that running schedules were slowed up considerably and much valuable time was lost. To illustrate this point Mr. Hawley told the following story:

"I remember one time we started out from Ottawa about five o'clock in the evening with a passenger train pulled by two engines. When we were two miles east of Almonte we ran into a heavy snow storm; the snow was up to the footplates of the engines. We plowed through it for a short distance and finally stalled. There we stayed until eight o'clock the next morning when a crew was sent from the city to dig us out.

"No, the passengers didn't freeze to death. In those days each passenger car was equipped with a little coal-burning stove called a Baker heater. The cars were small compared to present day coaches and it didn't require a very big stove to heat them.

"A railroad engineer received the munificent sum of \$1.10 a day, and no matter how much overtime he put in there was no extra compensation. It would take anywhere from ten to twenty hours for a freight train to get from Montreal to Ottawa. The engines of those days would pull between eighteen and twenty freight cars; giant locomotives of today have a pulling power of between seventy-five and one hundred freight cars. Faster time might be made in the old days but for the fact that we had to stop every twenty miles to take on water; present day tenders will go over a division - 120 miles - without having to stop for water.

Mr. Hawley fired the first through time-billed passenger train of the C.P.R. from Montreal to Vancouver, in June 1886, taking it from Ottawa to Chalk River.

The engineer on that occasion was Alexander Rogers. The following year - May 1887 - Mr. Hawley was promoted to engineer, and was at the throttles of C.P.R.locomotives from that time until he retired on pension on June 30th, 1927.

Great fishing

The railroader who was fond of fishing and hunting never found time hanging heavily on his hands at Chalk River, according to Mr. Hawley. The lakes and small streams in that vicinity simply teemed with fish "that were fish" and the woods round about were alive with partridge and deer. A few hours fishing would net a man almost more fish than he could carry home.

Mr. Hawley tells that one day he caught seven maskinonge, weighing ten pounds each, and two black bass weighing five to six pounds each. Other railroaders of the eighties and nineties who fished the lakes and streams above Chalk River could undoubtedly match this story. It wasn't necessary to have fisherman's luck in those days.

One day, while angling in a lake near Chalk River, Mr.Hawley landed a ten pound pike which had swallowed a sucker thirteen inches long.

And here is a good one to wind up this part of Mr. Hawley's reminiscences:

"One morning we were going up the Castleford grade, between Carleton Place and Renfrew, when the brakeman, Ed Parke, spotted a partridge standing on a log just inside the railway fence. He hopped off one of the cars near the front, ran back to the van, got a gun and killed the partridge. A few hours later he confided the tale of his achievement to me. That night I came down with a light engine, stopped at the spot where Parke said he had shot the partridge - and next day there was meat on the table in the Hawley home."

New C.P.R. Train Being Shown Here

Semi-Streamlined Engine and Coach in Broad Street Yards.

A new light weight semi-stream lined train of the Canadian Pacific Railway, arrived at the Broad Street yards Thursday afternoon from Carleton Place. It will be on view to the public until 10 o'clock Saturday night. The train may be inspected from 11 a.m. to 10. p.m.

Representing the last word in modernization the train was headed by the new 4-4-4, high speed semi-streamlined locomotive No. 3003, and. consists of mall and express, baggage, buffet and two first class coaches. The train is fully air conditioned throughout. The locomotive is capable of 110 miles an hour.

The passenger coaches are of light-weight design and semi- streamlined.

Officials who arrived with the train included A. Peers, master mechanic, Montreal; R. F. Thomas, general airbrake inspector, Eastern Lines; Jules Fortier, assistant superintendent Smiths Falls; F. G. Perkins, division master mechanic. Smiths Falls; O. G. Riepert electrical engineer, Quebec division; W. Gregory, electrical engineer, Angus Shops, Montreal; and C. Beaudry, passenger agent Montreal.

Three cars derailed on Ottawa - Toronto train, 200 passengers escape. Night train meets accident near Manotick. Engineer's presence of mind averted disaster and only express and mail cars leave rails. Broken rail given as cause. Members of crew win high praise. More than 200 passengers on the Ottawa-Toronto night train had a remarkable escape when three cars left the rails between Gloucester and Manotick at mileage ten just before midnight last night. Due to smart work on the part of the train crew, no one was injured and what might easily have been a major catastrophe was averted. Three cars off tracks The train, which is the night pool train, pulled out of Ottawa Union station at 11.35 last night with its first scheduled stop Kemptville at 12.25 a.m. It had just got up speed and was thundering on towards its first stop when suddenly the Canadian Pacific Express car left the rails, pulling a Canadian National Express car and the mail car with it. Fortunately the engineer, G. Yelland of Ottawa saw what had happened and immediately braked the train. Right of way torn up As he pulled the train to a stop the baggage car between the mail car and the passenger coach and five sleepers held to the rails despite the fact that the right-of-way was torn up and the entire train was rocking from side to side. Workers in the mail car were thrown to the floor but beyond a few bruises were otherwise unhurt. Passengers however, were badly jolted but it is understood that none of them were injured. Among passengers Among the well known people who left Ottawa last evening on the train were: Arthur Slaght K.C., M.P., of Toronto who was in Ottawa yesterday in connection with a court case; R. McIntyre and J.J. Beachen, both of Toronto, and C.H. Corman of the Hamilton Harbour Commission. Calls for assistance were at once phoned to Ottawa and Smiths Falls and operating officials of the Canadian Pacific Railway ordered auxiliary engines to the scene of the accident from Smiths Falls and from Ottawa. Delayed three hours By three o'clock this morning the three derailed cars were back on the track and the train pulled off for Bedell where other equipment stood ready to rush the now three-hour late train on her way to Toronto. Despite the fact that there was a drenching rain pouring down, the crew worked like heroes in an effort to get the train back on the track with all possible speed. Believe rail broken Officials at the scene of the accident state that they were of the opinion that the accident was the result of a broken rail. They all announce themselves as being extremely glad that the engine itself had not left the rails as this would possibly have resulted in a serious loss of life. A C.P.R. official from Hull, Que., who was on the train en route to Toronto on his holidays, took charge of the operations at the accident. The crew in charge of the train were Conductor D. Kennedy of Toronto and Engineer G.Yelland of Ottawa. Ten feet of rail were found to be split when an examination was made following the accident. The wheels of the three cars ripped fishplates and ties for 400 yards along the track.

Baggage Cars Leave Track Three Hours' Delay in Toronto Run Results. Due to the derailment of three cars caused by a broken rail at mileage 10. between Gloucester and Manotick, at 11.50 o'clock Wednesday evening, The Ottawa-Toronto pool train was delayed three hours. Officials state that the baggage, mail and express cars were partially derailed and were returned to the tracks through the efforts of the train crew. Workers in the mail car were jolted, but no injuries were reported. The night pool train left Union Station at 1135 o'clock last night en route to its first stop at Kemptville. The Canadian Pacific Railway Railway express car was suddenly derailed at 11 50. pulling a Canadian National express car and the mail car with it. The Engineer, G. Yelland of Ottawa, immediately braked the train. Ottawa and Smiths Falls were notified of the mishap and the Canadian Pacific operating officials ordered auxiliary engines to the scene, but the train crew managed to get the derailed cars back on the track, without any assistance. The crew worked in a downpour and no time was lost through utilization of standard equipment. The crew in charge of the train were Conductor D. Kennedy, of Toronto and Engineer G. Yelland. of Ottawa. Ten feet of rail were found to be split and the wheels of the cars ripped fish plates and ties along the track at intervals for about 400 yards.

Board Investigates Derailment The Board of Railway Commissioners, it was learned Thursday, is investigating the partial derailment of three cars on the Toronto-Ottawa pool train which occurred near Manotick, 16 miles south of here. An official of the board said three baggage and express cars were derailed. No one was injured. A broken rail was said to have been the cause of the accident. The train crew was able to work the cars back on to the track without assistance of a wrecking crew summoned from Ottawa.

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Police searching for bogus money believed hidden. Working on a theory that a quantity of counterfeit bills, and plates for printing them, were cached under the flooring, police this morning ripped up the floor of the Canadian Pacific Railway tool-house at Ellwood, four miles south of Ottawa. Digging several feet into the earth beneath the two-inch planks revealed nothing. The search was instituted following the arrest early this morning of Daniel McRitchie, 51 years, of Cooksville, who was paroled four days ago from an Ontario reformatory at Mimico. McRitchie was apprehended by Corporal C. Graham and Constable Poudrette of the Royal Canadian Mounted Police, Cornwall. McRitchie was caught in the tool-house. he is charged with breaking and entering and awaits arraignment. A close watch is being kept in the vicinity of the tool-house as the police hold the theory that McRitchie had arranged to meet a confederate believed to have been one of the gang of counterfeiters which was operating in Ottawa and Hull slightly over a year ago. At that time many spurious bills were circulated in the two cities, merchants being the victims. When police began ripping up the floor of the tool-house they discovered that in one spot the earth appeared to have been recently disturbed. They think it possible that some members of the gang may have visited the shack recently and removed whatever might have been buried there. The officers also made a casual examination of the surrounding fields, ditches and hedges. Constables Poudrette and Georges Lemieux of the R.C.M.P. and Constable George Kelly of the C.P.R. police, are conducting the investigation. McRitchie, it is alleged, had a key to the tool-house and police are endeavouring to discover how he got it.

23/06/1939 Ottawa Citizen Prescott Osgoode

Osgoode June 23. Forcing an entry through the screen between the waiting room and office of the C.P.R. station here last night, intruders smashed the outer door of a safe and destroyed the inner combination, but failed to get the second door open. Tools stolen from the car-house were used. Two combination tills and a ticket case also were smashed.

30/01/1942 Ottawa Citizen Prescott

Turns down C.P.R. Bid for Line into Uplands.

An application of the Canadian Pacific Railway Company for the running of a spur line into the No. 2 Service Flying Training School at Uplands was dismissed by the Board of Transport Commissioners for Canada.

The line, which was intended to serve both her airport and the Ottawa Car and Aircraft Company, was denied on the grounds that the area is adequately served by a branch line of the C.N.R. already on the ground.

11/08/1944 Ottawa Citizen Prescott Ottawa West

Engine 2858 in Doghouse. Hauls only Local Now.

Times are tough for C.P.R. engine No. 2858. She's been demoted.

For quite a long while now, the big 2858 ran on the Vancouver train, No. 7, thundering in here every couple of nights or so on either the first or second section. Today she crawled in on the Montreal local. There was gloom among the insiders down at the depot today, to see 2858 arrive at the front end of the Montreal local No. 503.

It was learned too that 2858 recently was in Quebec. Perhaps this was a pro-Godbout locomotive, and has been sent to the dog house instead of the roundhouse with Duplessis' victory. In any event, this afternoon, No. 2858 will go back to Montreal on the 4.10 local, a terrific come-down from a career of pulling Nos. 7 and 8.

06/02/1947 Ottawa Citizen Prescott Ottawa, Broad Street

Broad Street Station Site?

Fill In River For New Terminal Scheme

By Austin F. Cross Evening Citizen Staff Writer

The Province of Quebec is in co-operation with the Capital planning committee of the Federal District Commission, it was learned today, in offering close co-ordination between the Quebec side of the Ottawa river, and the Ontario side. Highly placed officials have already visited the Greber office on Queen street. and good relations are continuing.

Broad Street Station

This was learned today, along with the information that responsible engineers are turning once more to the project of reviving the old Broad street station idea, and building a big new terminal there.

All of these projects are in the hands of J. R. W. Ambrose, consulting engineer of Toronto, who made the reputation for himself as the man who satisfied both the Canadian National and Canadian Pacific railways and who devised the joint Toronto terminal scheme.

It had been suggested that Quebec. was left out in the cold, in the new capital planning schemes This has proved not to be the case and Quebec officials have visited here, to see how they could help in co-ordinating schemes on the Quebec side, to offer maximum co operation to the Federal planning authorities.

This co-operation is reported to be of great assistance to the Federal planning personnel.

Railway Re-alignment

The re-alignment of railways is being studied by Mr. Ambrose, who has been retained by the sub-committee on railway revision, of the National Capital Planning committee. Local employes in the government and in the Federal District Commission are co-operating with Mr. Ambrose, in the matter of all railway tracks in the area.

The special railway revision committee is headed by E. Cousins, Toronto: with J. P. Carriere, city engineer of Hull and Controller Grenville Goodwin, of Ottawa as the other members.

The reasons that Broad street a new location is favored are many. First of all. the CPR facilities are there, including freight yards and roundhouse. Secondly, the Canadian National has trackage there.

The next point to consider is that the rails running south out of Broad street terminus, across Gladstone and Carling avenue, cross the city where Ottawa is thinnest. In other words. Ottawa at that point has very little north and south population.

Engineers are confident that they can fill up the shallow backwaters of the Ottawa, which are described as "useless". Much of the river at this point has already been filled up. and a city dump occupies a spot where once it was possible to row a boat. The rest of the dead water space could be filled in, to make a modern terminal.

Broad street also is closer to the center of population than the present terminal. Moreover, a new station out at Hurdman's bridge, as mooted, would be on the perimeter of the population, rather than in the center of it.

Trackage west out of Ottawa both for the CPR and CNR would be no problem whatever, the experts state.

Plans are however, still in a fluid state, and until this special railway revision committee reports, no final decision would be taken.

Jacques Greber, special town planner of Paris and Ottawa, is expected back here about March 15. How long he would be able to stay was not determined, but it is believed he might remain till some time in May. unless called back to Paris unexpectedly.

11/03/1947 Ottawa Citizen Prescott Chaudiere

One way traffic on Wellington street bridge

Driving is limited to one-way traffic on the Wellington street bridge, the result of an accident which damaged one of the steel girders Works Commissioner Askwith said Monday.

The girder was weakened when it was struck by a crane being carried under the viaduct on a CPR flat car. The railway company shored up the girder with timbering and in order to further protect the damaged area, traffic was routed away from the weakened section.

Meanwhile the Dominion Bridge Company on instructions from the CPR is undertaking the repair of the girder.

11/03/1947 Ottawa Citizen Prescott Ottawa West

One-Way Traffic On Wellington St. Bridge

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23/06/1947 Ottawa Journal Prescott Broad Street

CAME BY TRAIN FOR MARIAN CONGRESS Above is seen a small segment of the railway traffic, unprecedented in the. Capital, which was accommodated at the Canadian Pacific's Broad street terminal, where 17 of Sunday morning's trains were diverted to relieve the pressure on Union Station: The CPR brought approximately 45,000 of the 100,000 people coming to Ottawa to attend, the Marian Congress. The use of the Broad street coach yards, because of the magnitude of the traffic movement, created an historical throwback inasmuch as the CPR had not employed this location, which was the site of its original Ottawa depot Broad Street Station as a passenger terminal for 30 years. (CPR Photo. - shows six passenger trains in yard)

12/07/1947 Ottawa Citizen Prescott

Prescott Lad, 13 Gordon C. Reid Killed By Train

PRESCOTT, July 11 (Special) Gordon Clifford Reid, 13-year-old son of Mr. and Mrs. Frank Reid, James street, East, Prescott, was instantly killed at 10.50 a.m. today when he was struck by a slow-moving CPR train, north of Prescott junction.

Young Reid, accompanied by his chum, Theodore Travis, 11, was walking along the CNR tracks, carrying Mr. Reid's lunch-pail when he heard a west-bound train approaching along the same tracks. The two boys ran down the embankment, onto the C.P.R. tracks, where another train and three empty coal cars were shunting at about ten miles per hour.

Apparently distracted by the noise of the fast freight train above them, the two youths did not notice the approaching train. Reid walking slowly between the tracks was struck down and his companion, walking along the footpath, narrowly missed the same fate.

Engineer of the C.P.R. train was Clifford Robertson, 19 Gould street, Ottawa, fireman was Edward Egan of Smiths Falls and conductor of the crew was Wilfort Smith of Prescott. The accident was investigated by Provincial constable M. F. Armstrong.

07/10/1947 Ottawa Citizen Prescott

Railway Spur, Dump Allowed In Gloucester

Gloucester residents attempts to preserve the area adjacent to the Capital as a residential district suffered two more blows Monday when permission was granted to the the CPR to lay a spur line crossing the Heron road, and the city of Ottawa was authorized to buy land near Billings Bridge to establish a refuse disposal site.

Council granted the application of the Ottawa Board of Control for permission to purchase land owned by Alex A. Brule, lot 19, in the Junction Gore west of Smith's crossing and Gateville subdivisions, and south of the CNR tracks, almost due south-west of the Ottawa Brick Co. plant. Permission was granted subject to the working out of a satisfactory agreement between the two municipalities.

After almost two hours discussion, council passed a resolution moved by Councillor Davidson and seconded by Councillor Keenan, granting the CPR permission to lay a spur line from the Ottawa Prescott line, to enter the new bulk storage plant of the McColl Frontenac Oil Co. A proviso was included in the resolution that the new track must be level with the existing track, and the whole crossing be levelled to the satisfaction of the municipal road engineer.

Paul Barker, district manager of the McColl-Frontenac Oil Co. and R. E. Farmer, CPR division engineer of Smiths Falls, presented plans covering the proposed crossing and Cuthbert Scott appeared as legal representative. Allan K. Hay, FDC superintendent, present on behalf of the Ottawa Area Planning Board said he could see no serious objection to the new crossing.

Township Clerk Guest read a lengthy petition from district residents who protested against the laying of a siding on the grounds that the oil plant would create an offensive odor and the shunting of cars would result in sleepless nights and also lower the value of property in the vicinity. Mr. Barker earlier said shunting would be done only once or twice a day. Three of six 20,000 gallon oil storage tanks are to be erected immediately in the same locality already used by the British American Oil and the Shell Oil companies, Mr. Barker revealed

31/12/1947 Ottawa Citizen Prescott

Struck By Train Boy Badly Hurt In Railway Yard

Apparently struck by a shunting train while playing alongside the CPR tracks close to the Redpath street railway yards, Francis Longo, aged 10, of 939 St. Dominic street, Montreal, shortly after two o'clock yesterday afternoon sustained injuries which partially severed both his ears.

Rushed to the Ottawa General Hospital by Maurice Laframboise, 84 Redpath street, an uncle with whom he was visiting during the Christmas season, he was placed under the care of Dr. Alfred Larocque who, after treating the injured members reported that a plastic surgery operation would be necessary to restore them to a normal condition.

Details surrounding the cause of the accident are as yet vague. The boy, not being able to explain how the moving train struck him or in which position he fell to suffer his injuries. All he was able to tell Constables Frederick O'Connor and Fernand Grouleau was that he was running up the incline towards the tracks when he was struck.

Despite his injuries he picked himself up and ran towards his uncle who was loading coal in the railway yards. The uncle took the youngster to hospital in a truck.

14/02/1948 Ottawa Citizen Prescott Carling Avenue

Motorist Escapes Serious Accident

An unidentified motorist, believed from Montreal, narrowly escaped serious injury and possible death when he careened his car into a ditch on Carling avenue to avoid striking a slow moving CPR train late Friday afternoon

Police reported the driver was headed east on Carling avenue and, apparently noticing the warning signal at the crossing 200 feet west of Preston street, slid his car into an eight foot ditch on the south side of the roadway.

Alighting from his vehicle, unharmed according to a passerby, the motorist calmly walked to a nearby restaurant and telephoned a service station to have his car towed away for any repairs it needed. He left no name and other than informing the garage operator that he would be back Monday for his car.

21/02/1949 Ottawa Citizen Prescott Ottawa West

R. D'Amour Dies Under Freight Car

A 28-year-old CPR yardman died almost instantly last night shortly after ten o'clock when the wheels of a box-car passed over his body, severing his left leg, at the Ottawa West freight yards.

Robert D'Amour, 374 Gloucester street, is believed to have died from shock and loss of blood seconds after the train passed over him. He was taken to Civic Hospital by Exclusive ambulance and was officially pronounced dead on arrival by CPR Doctor R. Lome Gardner.

According to reports from CPR officials, D'Amour was working with two other men, yard foreman Richard Milks, 97 Booth street, and yardman Roger Nagie, 547 Lisgar street, at the time of the accident.

The men were working with box-cars being moved by the switching engine and it is believed that D'Amour fell under the car as the engine was moving backwards.

It is believed that the yard foreman, Richard Milks, had called out to ask where D'Amour was and had heard the injured man say, "I am under the car." On investigating, Milks found D'Amour under the car and was told "don't touch me." D'Amour died seconds later. He had been working on the four to twelve shift. Coroner Dr. W. T. Kendall, who was called to the scene, ordered removal of the dead man to the Civic Hospital. He stated that an Inquest will be held only if a report of the accident by CPR police warrants it.

Constables Dean Halliday and Leo Goyette, of number two police station, responded to the alarm in a radio car.

D'Amour is survived by his widow.

Mail to Kars Travelling by Train Again

Mail from Ottawa to Kars, Ontario, will be dispatched in future by train, thus reverting to its original schedule, postal authorities announced here last night. The regular mail service between the capital and Kars was interrupted while repair work was being carried out to the Rideau river bridge, about half way between Osgoode and Kars. Postal authorities, in the meantime, sent mail from the capital for Kars by bus to North Gower, where the mail man picked it up. From there it was taken to Kars by automobile.

With repairs to the bridge advanced to the stage where traffic is allowed over it between 5 p.m. and 8 a.m. mail may now be taken off the evening train at Osgoode and motored into Kars.

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"The fill-gap service was found unsatisfactory," another postal official said. "There were several delays and the service was anything but what it should be. Now, with our man able to meet the evening train daily at Osgoode, people in the area will be assured of getting their mail on time."

Less Smoke in Yards

There will be less smoke and hooting and banging at the Ottawa West and Hull West railway yards from now on with the introduction of two new diesel-electric switching locomotives by the CPR.

The move, timed to coincide with Ottawa's smoke-abatement policy, was announced by Robert McEwen, assistant superintendent at Smiths Falls.

Two such switching engines will be operating in Ottawa and Hull by next week. The first of the pair, No. 7088, is due here from Montreal this afternoon and is scheduled to go to work immediately on a 24-hour basis in the CPR's Ottawa West yard tomorrow. The second - No. 7089 - is expected early next week and will be utilized in the two transfer services, morning and afternoon, accommodating the industrial areas of Hull and Hull West, Mr. McEwen said.

A Step Forward

Eliminating smoke, a factor in harmony with smoke-control measures new being actively promoted in the Capital, and reducing noise in operation, the introduction of diesels here, is another step forward in the Canadian Pacific's expanding program of dieselization of motive power throughout Canada.

Caption to picture of 7014

FIRST DIESEL LOCOMOTIVE - as a contributory factor to smoke control in the Capital, the CPR is placing two diesel-electric engines of the type shown above in permanent yard service here. First of the pair - number 7088 - is scheduled to arrive today, and a second - number 7089 - is due early next week and will go into immediate operation in the Ottawa West yard and Hull and Hull transfer services.

2 Escape In Crash

Oil Truck Hit By Train

Victor Robert and John Barran, both of Rockland, came close to death at 9.30 this morning when their truck oil-tanker was almost completely demolished by the Ottawa-bound Prescott train at the Walkley road crossing near Elmwood.

The truck and its tank, estimated to cost in the neighborhood of \$10,000, was demolished and the fast passenger train did not come off unscathed. Travelling at a high rate of speed the train, under the control of engineer W. A. Schofield, could not be halted after the smash until near the Billings Bridge crossing. Covered with oil, and with a severed air line, the train had to be towed into Union Station where it was sent to the roundhouse for repairs and cleaning.

7,000 Gallons Of Oil

Carrying a load of 7,000 gallons of road oil the tank-truck, driven by Robert, was proceeding east on the Walkley Road. In the cab was his helper John Barran. Just before the crossing was reached Robert said he asked Barran if he saw any train and on being told "no" he proceeded across the track in low gear.

"I heard the engine blew only seconds before it hit us," he said. "It came out of nowhere and the next thing we knew we were being hurled sideways across the track. My helper got a strained back and I got badly shaken up. I don't know yet how we escaped. A foot or more nearer the cab we would have been killed."

Miss E. Clark, Elmwood, was an eyewitness of the crash.

"I was walking up the road toward the crossing and saw the tank truck ahead. I heard the rumble of the train coming. It was quite a distance away but was coming at a terrible speed. Almost in seconds it struck the truck and there was a terrible explosion as the tank burst.

Cloud of Steam

"I thought the boiler of the engine had exploded," Miss Clark said. "There was a cloud of steam and oil from the tank and it spread out all over the place so it was hard to see. The train ploughed right through tank and truck and went right on. I was amazed to see the truck driver and later the helper, get out of the truck cab. How they escaped alive is a mystery."

Bystanders concurred in the fact that the train appeared to be travelling at a very high speed. One man said he saw it first when it was about a mile away and, in seconds, it was bearing down on the railway crossing where the truck was.

The truck was detached from its shattered tank and the rear wheels were about 100 feet east of the crossing. Road oil, a variety of tar, was spread over a distance of 75 feet. Bystanders said the passenger engine and train received a copious bath of the oil as it sped past.

The train crew were William D. Schofield, 58, of 235 Cooper street; fireman Narcisse Plche and conductor John Crawford, 982 Wellington street. Under the impact with the truck the airline was severed and this rendered the airbrakes inoperative. Emergency means had to be used to bring the train to a halt about a half mile away from the scene of the wreck.

The accident was investigated by Provincial Constables Alex MacLpan, Frank, Patterson and James Burke.

Train Demolished Coupe, Driver Seriously Hurt

OSGOODE Robert Gardner, 74-year-old Osgoode monument dealer, had a close brush with death this morning when his automobile crashed into the side of a speeding locomotive at a level crossing in the heart of the village.

Taken to Ottawa Civic Hospital, he was reported to be suffering from deep lacerations to the scalp, undetermined back and rib injuries, and shock. His condition was stated to be serious but not at the moment critical.

Mr. Gardner had been over at Kars three miles west of here and had just driven into the village at 7.55 a.m. Coming to the CPR crossing in the center of the village, he apparently failed to see or hear the fast Toronto-Ottawa passenger train, and his car struck the locomotive just in front of the cab.

Wreckage Strewn 100 Feet

The light coupe was almost completely demolished and its wreckage was strewn along the right-of-way for more than 100 feet.

Driving alone, Mr. Gardner was thrown clear at the time of impact and, observers claim he escaped death because of that fact.

The train was brought to a stop three-quarters-of-a-mile from the crossing, and it was backed at once into Osgoode Station. It then was able to proceed to Ottawa, however, after a delay of only a few minutes at the station.

Exclusive Ambulance was called from Ottawa to convey the injured man to hospital. Provincial Cpl. Carl Johns investigated the accident.

Train-Auto Crash Twice Same Spot

Generally, when a train and a car are involved in a collision, it means real trouble, perhaps tragedy.

Last night, though, for the second time in less than 24 hours, Ottawa had a train-car smash with no injuries and only minor damage.

What's more, last night's collision was at exactly the same spot as the similar accident on Thursday night at the CPR crossing at the Prescott Highway, behind No. 8 Building.

Driver of the car was 16-year-old Reid B. Watson of R.R. 2. Stittsville. Driving east on the highway, he saw the train and applied the brakes. The car skidded on the slippery surface. however, and struck the engine. but gently. Damage was about \$50 to the car front.

Engineer of the train, which included the engine and four cars and a caboose, was Benoit Lacasse of 10 Lowrey Street.

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Train Kills Two Horses At Manotick

When a speeding CPR passenger train scattered a group of some 30 horses which were grazing along the right-of-way at Manotick Station last night, two of the animals were killed and the others were sent stampeding over the countryside.

The horses, owned jointly by Earl Rafter and Mrs. Donna Teskey, had apparently broken through a fence and onto the railway property.

Truck Driver Decapitated By Train.

Wreckage Litters Crossing

Robert Garlough Killed Instantly

An Ottawa truck driver met swift death in a level crossing accident at the city's southern outskirts while on his way to work early this morning.

he victim, Mahlon Robert Garlough, 51, River Road, Billings Bridge, was alone when his truck hit the side of a CPR passenger train at a crossing on the Hunt Club Road, 500 yards west of the Metcalfe Highway.

On Way To Work

Eyewitnesses said Garlough had been driving his truck east on the Hunt Club Road, on his way to work at the George Spratt gravel pit.

Although the engineer of the speeding train applied the emergency brakes in an effort to bring his train to a stop, he was unable to avert a collision.

Garlough was instantly killed when the cab of his truck was sliced off and tossed high into the air. His decapitated body was found only a few feet from the roadway but pieces of the truck were strewn for 300 yards down the railway right-of-way.

Toronto Train

The train was the regular passenger pool train No. 34, from Toronto to Ottawa. It was due in the Capital at 7.40 this morning and the accident happened at approximately 7.45 a.m., according to city police who investigated. The train, first section of the overnight CPR-CNR passenger to Ottawa, was held up for an hour and three-quarters until officials finished their preliminary enquiry.

The second section was flagged by members of the first train and was also held up until the line was cleared and both trains proceeded to the Union Station.

"A Miracle"

Bystanders at the scene said it was a miracle that the crack train was not derailed by debris of the truck which littered the track.

Last man to see Garlough just before he drove his truck on to the crossing, was William Heron, who lives on the Hunt Club Road. a few hundred yards west of the crossing.

He waved to me and said 'hello' as he drove past me on the road." Mr Heron said. "He. worked for George Spratt., hauling gravel, and was on his way to work at the gravel pit."

Hears Impact

Mr Heron said he heard the impact of the collision and knew something had happened.

"I saw the body of the truck go up it must have been 15 feet in the air before it crashed to the ground, when I got there the man was beyond any human help. He must have died instantly.

"It's a very dangerous crossing and something certainly should be done about it," Mr. Heron added.

Vision Clear

The road was dry at the time and the vision was clear but some think Garlough may have been blinded by the rising sun and did not hear or see the approaching train coming from the south.

Spectators at the scene following the crash found pieces of the truck scattered along the side of the track and across the fence for a distance of three telephone poles. The engine, clutch and grill were among the parts carried farthest, about 250 yards from the point of the impact.

Dr. Charles E. Shapiro viewed the body at the scene and ordered it removed to the morgue at the Civic Hospital by Exclusive Ambulance.

Constable Morits Nash was was first member of the Ottawa police to reach the site of the crash. He was followed by Sgt. Walter Hudson and Sgt. Roland Beauchamp who completed their investigation for the city police,

In Charge Of Train

In charge of the train was Conductor A. Cammack, of Toronto. Other members of the train crew were H. Creighton. 235 Carruthers Street and Fireman A. Labrle, 115 Amherst Street.

07/10/1952 Ottawa Citizen Prescott

2 Men Escape As Engine Wrecks Car

Two men escaped with only a few cuts and bruises last night, when a locomotive reduced their late model automobile to a mass of twisted wreckage, in a level-crossing crash near the Dominion Experimental Farm.

Scene of the accident, which occurred shortly before 9.30 p.m., was the CPR crossing on the Prescott Highway, just west of Dow's Lake, and at the rear of No. 8 Temporary Building.

Injured were: David J. Barton, 27, of 5 Gilchrist Avenue, driver of the westbound car. He was treated in Civic Hospital for cuts about his head and face, and was detained.

Allen Babcock, 30, City View, who left the hospital after bruises about his back and shoulders were treated.

Coal Train

Involved in the crash was a northbound coal-train (locomotive No. 2202), reported to be travelling across the highway at a low rate of speed. In charge of the train were Conductor Frank Cope, and Engineer William Austin.

Police were told that the car had been proceeding west on the busy highway at a moderate speed, when it crossed the CPR tracks directly into the path of the oncoming engine.

The car was struck broadside by the cow-catcher of the engine, between the front and rear left doors. Though not overturned, it was spun about by the impact and was thrown about 15 feet into a railway warning signpost on the west side of the tracks. The wrecked automobile came to rest facing the road.

Passing motorists rushed to the aid of the two men and helped them from the wreckage. They were taken to hospital in an Ottawa Fire Department emergency vehicle.

Constables Stu Storey and Ray Lacroix were called to investigate.

25/11/1952 Ottawa Citizen Prescott

Manotick Man Hurt, Car Hit By Train

Seventy-one-year-old John Sloan, of Manotick, suffered severe back and head injuries shortly after 8 a.m. today when the car in which he was riding was hit by a slow-moving CPR freight train and sent spinning into a second car.

The accident occurred at the CPR level crossing on the Prescott Highway just west of Dow's Lake.

Civic Hospital authorities described Sloan's condition as "satisfactory" early this afternoon.

A Chance Ride

It was a chance ride with Russell Williams, of Manotick, that brought Sloan into Ottawa today.

Williams, who was travelling to work here, picked Sloan up as a favor and was eastbound on the highway when the vehicle was struck by the northbound freight.

The Williams car, hit in the right rear section, was hurled over the crossing, swung around and pushed against a westbound car driven by William D.

Archambault, 1074 Normandy Crescent, Rideau View. The Archambault car had stopped for the oncoming train at the crossing.

Damage Minor

Damage to the Archambault machine was minor. The Williams car suffered an estimated \$400 damage.

Sloan, who had been sitting in the front seat with Williams, suffered possible spinal injuries, head injuries and some abrasions to the face and nose. He was taken to hospital by a passing motorist.

Williams told Constable Spratt he had looked to the north as he approached the crossing and had seen nothing. He could not recall looking south. The train was estimated to be travelling about 10 miles per hour.

The freight, in charge of Engineer David Milks and Fireman Andre Legare, both of Montreal, was pulling a load of oil from Montreal into the CPR yards.

29/11/1952 Ottawa Citizen Prescott

None Injured When Train Strikes Auto

An Ottawa driver was un hurt yesterday after a slow moving freight locomotive had plowed into his car at the CPR level crossing on the Prescott Highway, near the entrance to the Dominion Experimental Farm.

(The crossing is located near Dows Lake, almost directly behind No. 8 Temporary Building.)

The car, driven by James Gunn, 38, of 168 Greenfield Avenue, was travelling west on the Prescott Road, when it was struck by the southbound engine. Damage to the car was estimated at \$500.

Involved in the accident was freight No. 76 (locomotive No. 5200) in charge of Engineer George Lallier of Montreal.

Constables George Bashara and George Warren investigated.

09/12/1952 Ottawa Journal Prescott Ottawa West

CPR Foreman hurt in boxcar tumble

A CPR yard foreman, Norman Abrams, of 273 Slater Street, was taken to Ottawa Civic Hospital with back injuries received when he fell from a moving box-car in the CPR yards at 5.30 Thursday afternoon near the Wellington Street Bridge.

Mr. Abrams missed a handrail near the roof of the car he was climbing and fell to the ground, narrowly missing the rails of the neighboring track. The accident occurred on a track in front of the yard office.

He was detained at the hospital for observation. Hospital authorities reported that his condition was "satisfactory".

Constable John Fermoye investigated.

21/01/1953 Ottawa Citizen Prescott

Auto Slides Into Train

Walter T. Murphy, 602 Roosevelt Avenue, an OTC advertising executive, escaped unhurt today when the car he was driving slid down an icy, sloping street and rammed into a slow-moving freight train.

The accident occurred about 8.30 a.m. at the CPR level crossing on Young Street at Railway Street.

Mr. Murphy's car suffered about \$400 damage but he emerged with only a shaking-up.

Constable Alvin Meredith, of No. 2 Police Station, who investigated, reported the OTC executive's car was eastbound on Young when it suddenly skidded out of control on the ice-sheathed roadway near the crossing. It slid less than 50 feet into a box car of the CPR freight.

Engineer of the train, which was about a car-and-a-half's length across the crossing, was William Patterson, 1008 Gladstone Avenue.

15/03/1953

Ottawa Citizen

Prescott

Prescott

Transport Collides With Train

Special To The Citizen

PRESCOTT An Ottawa transport driver, Thomas W. Biondin, of 414 1/2 Arlington Avenue, was taken to St. Vincent de Paul Hospital, Brockville last night when his tractor-trailer transport was struck by a CPR local train at a level crossing, two miles north of Prescott.

Ontario Provincial Police reported that the accident occurred at about 8 45 p.m., when the heavy transport, loaded with insulation board, could not stop in time at the crossing. The train, an Ottawa-Prescott local, struck the truck just behind the cab, rolling the trailer down an embankment and throwing the cab some 75 yards along the track.

The driver was thrown from the cab. but was found partially buried beneath huge heavy packages of the board. He was taken to hospital by Appleton Ambulance of Prescott.

Another man, believed to have been a rider in the transport, left the scene before police arrived and his name could not be ascertained.

"Very Serious"

Brockville Hospital authorities said today that Blondin's condition was "very serious," although exact nature of his injuries was not revealed.

The transport, owned by Motorways, Limited, of Ottawa, was reported to have been westbound along the Highway 16 "cut off" leading into Prescott. The road there was in good condition and provides a direct approach to the crossing, although vision was somewhat obscured by light undergrowth.

Police reported that Blondin apparently applied his brakes some 175 feet away from crossing, but could not stop in time and the transport "jack-knifed" on the crossing, with the cab headed almost due south.

The train, moving slowly as it approached Prescott, was a small one, containing only one baggage car and a passenger car. The engineer was Thomas Curley, 25 Westmount Street, Ottawa, the fireman, Andrew Labrie and the conductor E. L. McMullin, 202 Booth Street, Ottawa.

Labrie said that he had seen the truck approaching, but thought that it had time to make the crossing.

Apart from having cargo scattered over the surrounding area, the transport did not appear to have been heavily damaged. The trailer was battered, but the cab, struck from behind, escaped comparatively lightly.

20/04/1953

Ottawa Citizen

Prescott

Kemptville

Ottawan Killed By Train At Kemptville Crossing

By Staff Reporter SMITHS FALLS Alexander Milne. 22. of 273 Bay Street. Ottawa, was killed Instantly and a companion, Florence Ferguson, of Carleton Place, Ont suffered painful injuries when the car in which they were driving was struck by a train on Highway 16 near Kemptville early this morning.

According to the police report, the late model car was travelling towards Ottawa when it was struck by the Ottawa-Toronto CPR passenger train No. 23 at about 12.10 a.m. today.

The accident occurred close to the Kemptville Agricultural School. The car was flung a few feet by the impact when it was struck by the right front end of the engine.

There were no witnesses to the accident except the train crew.

Taken To Hospital

The train stopped immediately and the injured girl was placed aboard. She was taken to the Smiths Falls Public Hospital where she was attended by Dr. R. T. Walker. Her condition is not serious.

Coroner Dr. C. F. McPherson of Prescott arrived at the scene of the accident shortly after the collision.

Cpl. E. M. Armstrong of Prescott and Constable G. H. Alexander of Kemptville of the Ontario Provincial Police investigated the accident.

The train was met in Smiths Falls by CPR Const Frank Cooper, who took the injured Carleton Place girl to the hospital.

22/02/1954

Ottawa Citizen

Prescott

Two Injured As Auto Hit By Train

A train-car crash at the CPR crossing on the Prescott Highway, near the entrance to the Experimental Farm, brought injuries to two persons at 5.30 p.m. yesterday.

Rammed by the engine the auto was forced into a second car that was stopped at the level crossing. Both injured persons were passengers in the auto struck by the train.

They were Mrs. Margaret Parson, of 463 Kensington Avenue, who was admitted to Civic Hospital for treatment of rib fractures, and her grandson, Adrian, seven, who was treated for bruise but was not admitted.

The car was driven by Bryan K. Bryan, also of 453 Kensington, father of the injured boy. Damage to his car was estimated at \$500.

The second auto, that had stopped for the train, was owned by Albert George Goswell. of 290 McArthur Road. It sustained an estimated \$300 damage.

Heavy Fog

Bryan told police that he was travelling in a westerly direction at the time, and though he looked out of the window he failed to see the northbound train in the heavy fog, until too late to avoid an accident.

"I did not see the engine until I was straddling the tracks. I stepped on the gas trying to get out of its path but the car was struck on the left-rear fender," he reported.

The car was thrown into a complete circle after being struck by the train, crashing into the Goswell car parked on the west side of the tracks.

John K. Ross, of 90 Preston, operator of the CPR yard engine (No. 7089) stated that he was travelling very slowly at the time of the accident. "We pulled to a stop within feet of the crossing when we realized there had been an accident," he said.

Constables Lionel Lefebvre and Daniel Teevens, of No. 2 Police Station, investigated.

28/04/1954

Ottawa Citizen

Prescott

Car Crashes Locomotive, Driver Hurt

When his car crashed into a slow-moving locomotive at the unguarded CPR crossing on the Prescott Highway, near the Dominion Experimental Farm late last night, an elderly man was critically injured and his auto heavily damaged.

John MacLeod, 75, of 25 Lakeview Terrace, was admitted to Civic Hospital in a semi-conscious condition as a result of the level-crossing crash.

Hospital authorities reported that his condition was "fair" early this morning. He suffered severe shock, multiple bruises and cuts about his face and body, and possible internal injuries.

Damage to his late-model car was estimated in excess of \$1,000. Mr. MacLeod was alone in the car at the time of the accident that occurred shortly before 11 p.m.

The car was travelling toward Ottawa when it crashed into the side of the northbound locomotive (No. 5125). The yard-engine was hauling eight freight cars at the time.

With the driver trapped in his vehicle, the train dragged the car more than 300 feet before it could be braked to the stop.

Engineer Nicholas Tremblay, of 840 Somerset Street West, reported that he was travelling slowly at the time, and pulled the train to a stop as quickly as possible after he realized that the engine had been struck. Conductor James E. McMullen, of 811 Somerset West, was in charge of the train.

Constables Donald MacDonald and Lester Thompson, of the city police, investigated the accident.

Trailer In Trouble

Traffic at the CPR crossing on Beech Street was tied up briefly yesterday afternoon when a big semi-trailer truck collided with a freight train. No one was injured. Damage was light, even though a \$200 tire on the truck was completely wrecked. Photo by Newton

07/12/1954 *Ottawa Citizen*

Prescott

Heron Roadf

Train Cuts Car In Two Driver Escapes Alive

A Hurdman's Bridge man had a miraculous escape from serious injury this morning when a CPR train cut his light coupe in two and scattered pieces along the track right-of-way.

Ernest Begin, 23, was sent home from Civic Hospital after treatment for shock and superficial scratches. His car was completely demolished.

The accident occurred about 7.45 a.m. at the CPR crossing on the Heron Road. Mr. Begin, a construction employe, was returning home after working a night shift on a building project on Carling Avenue near the Merivale Road.

Mr. Begin told City Constable Gerry Lefebvre that he was driving east and nearing the crossing when he heard the sudden scream of the whistle of the Ottawa-bound CPR-CNR overnight pool train. He said he applied his brakes, but the wheels failed to hold on the icy pavement and he skidded right into the intersection.

Direct Hit

The train, in charge of Engineer Burns Wilson, of Smiths Falls, caught the 1947 coupe almost directly in the center.

The locomotive ripped the automobile completely in two, hurling the sections 60 to 120 feet down the track. Smaller parts were strewn the entire distance.

When Constable Lefebvre arrived. Mr. Begin was lying along the track, apparently thrown clear of the demolished sections of his car.

He was fully conscious, though dazed and suffering from shock. Constable Lefebvre took the driver to hospital in his prowler.

The automobile, a total loss, was valued at about \$1,000. The train was able to proceed to Ottawa.

21/04/1955 *Ottawa Journal*

Prescott

Osgoode

Derailment Delays Toronto Pool Train

A derailed freight car just south of Osgoode caused a delay of more than three hours in the arrival of the CNR-CPR passenger pool train from Toronto, due in at Ottawa's Union Station at 7.50 this morning.

The derailment affected only one car of the CPR early morning freight from Detroit to Ottawa. The car went off the track, causing some damage to the rails, but did not overturn. No one was hurt in the accident.

The 7.50 Toronto-Ottawa pool train was held up for some time behind the trouble spot, before being rerouted into Ottawa through Smiths Falls. The earlier 7.20 pool train from Toronto had got through before the derailment.

Cause of the derailment is not yet known. Canadian Pacific officials are investigating the accident.

27/05/1955 *Ottawa Citizen*

Prescott

Carling Avenue

Train Kills Pedestrian

Peter Costuck, 75-year-old Ukrainian, was killed instantly when he stepped into the path of a freight train at the CPR level crossing on Carling Avenue, just west of Preston Street, at 7 o'clock this morning.

Costuck, who had no immediate relatives here, roomed at 49 Cnampagne street with a friend, Alex Basrab.

The freight train, which was en route to Prescott, had just left the Broad Street yards and was travelling slowly at the time of the accident. The train was in charge of conductor William Parker, 484 Kent Street. The engineer was Delmer Payne, of 153 Spadina Avenue, and the fireman was William Archambault, of 1074 Normandy Crescent.

According to eye-witnesses Costuck had been walking West along Carling Avenue. At the crossing, he turned South onto the right-of-way and walked a short distance along the side of the tracks.

Badly Mutilated

At that time the wig-wag signal at the crossing was in motion, and the locomotive whistle was blowing a warning. Costuck stepped suddenly onto the tracks directly into the path of the locomotive and was run over. Both legs were severed and his body was almost cut in two.

Engineer Payne was able to stop his engine within less than 50 feet, but Costuck was dead when he was taken out from under one of the box cars.

The body was taken to Civic Hospital where it was viewed by Coroner Dr. W. T. Kendall. An inquest is unlikely.

Alex Basrab, with whom Costuck roomed, said that his friend was hard of hearing, and he expressed the opinion that Costuck failed to hear the approaching train.

16/12/1955 *Ottawa Citizen*

Prescott

Driver Hurt, Car Wrecked in Train-Auto Collision

A youthful driver was injured and his car smashed to wreckage late yesterday afternoon when it skidded into the path of a CPR freight train at the level crossing on the Prescott Highway, near the Dominion Experimental Farm.

There is no automatic signal or gate at the crossing.

The motorist, Ernest Crowder, 17, of 1393 Bank Street, was admitted to Civic Hospital for treatment of a fracture of his left leg, a torn ear, facial injuries, and shock suffered in the crash.

Slippery Roads

Slippery road conditions were blamed for the accident

Police were told the motorist had been travelling east, downhill toward the crossing, and he noticed the approaching train just after he rounded the sharp curve on the highway.

He said that he applied his brakes, but his car slid along the road, picking up speed after he had stepped on the brakes. [sic]

The slow-moving southbound freight train rammed the center of the car driving it a distance of 175 feet along the CPR right-of-way.

Mr. Crowder was pinned between the seat and the panel of the car when it was crushed by the train. Two policemen pried him out of the automobile before he could be removed to hospital.

The auto, valued at about \$1,000, was reduced to a mass of twisted metal as a result of the impact.

Engineer of the train, John Simpson, of 183 Armstrong Street, told Constable George Beshara that he had been travelling at a speed of about 10 miles an hour as he approached the crossing.

Couldn't Stop

The locomotive was thrown into reverse when the car was spotted, about 75 feet from the crossing, but the train could not stop in time to avoid the accident, police were told.

Heavy supertime traffic, already snarled by poor weather conditions, came to a complete stop for more than a quarter of an hour as a result of the accident.

Hundreds of civil servants pouring from the government buildings in the area were delayed until traffic was permitted to resume across the-tracks.

Motor cars on the FDC Driveway, Preston Street, and the Prescott Highway were backed up for almost a mile in each direction.

The wrecked automobile was not towed away until the mass of traffic had cleared the spot.

Constable Beshara investigated the accident, assisted by Constable Ed. Paul who directed the traffic at the scene.

04/04/1956 Ottawa Citizen Prescott

Caption to picture

Signal Soon At This Crossing

When a freight train hit a transport truck trailer last night on the CPR Prince of Wales Highway crossing on the Experimental Farm it did more than wreck the trailer. It gave a nudge to the paper work needed for the installation jointly by the FDC and the CPR of an automatic signal at the crossing. Today the word was that the crossing would have signal protection shortly. Above, (left) is where last night's collision took place. Right is a signal, such as this little-used one on Parkdale Avenue, of the type which will be put on the Prince of Wales Highway. Photo by Newton

04/04/1956 Ottawa Citizen Prescott

A CPR train last night struck a Smith Transport Limited tractor-trailer at the Experimental Farm crossing near Dows Lake and wrecked the trailer but the driver escaped with only a painful head laceration.

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The train, two engines linked together, was travelling south and the transport vehicle was going east when the train struck the loaded tractor-trailer about 9.55 p.m.

--
The train in charge of Engineer William Shorthouse of 137 Daly Avenue and Fireman Richard Hebert of 23 Charles Street, Eastview, was not heavily damaged and was soon on its way after the crash.

--
From Bruce Chapman:

It was 33/23's power, both steam.

Bruce Gillies is the operator, recognize his wiring (still alive and living near Finch Ontario), and of course, there was only a day man at Ellwood, but #24 that morning had G3 2469, by at 0822; #34 had gone by before he came to work, so not sure what he had. Thus, 2469 would have been one of 2 engines in the crossing mishap.

06/04/1956 Ottawa Citizen Prescott

Train Crushes Boy's Foot

An 11-year-old Ottawa boy is in Civic Hospital, recovering from an accident that resulted in the loss of part of his right foot.

Richard Belanger, son of Mr. and Mrs. Louis A. Belanger, 182 Louisa Street, was rushed to hospital after a CPR train crushed part of his foot on the tracks between Gladstone Avenue and Louisa Street. The accident occurred shortly before 5 p.m. Wednesday.

The boy told his father he was walking along the right-of-way and stepped from the tracks when a train approached from behind. He said he stepped aside and the train was passing, when "something hit me from behind and I just made one flip and my foot landed under the wheels."

He began crawling home and shouted to his brother, Michael, 9, who called an older brother.

The father, an employe of photographic branch of the Department of Public Works, said his son underwent an operation Thursday to save the rest of his foot, and was "quite cheerful and making progress" in hospital.

15/06/1956 Ottawa Citizen Prescott

Four Escape Auto Before Train Strikes

Four persons scrambled to safety seconds before their stalled car was struck by a CPR locomotive late last night at the Heron Road crossing, west of Bank- Street.

The car driven by Stuart Emerson Arbutnot, 19, of 1219 St. Paul Avenue, was travelling east on the Heron Road. The car apparently developed motor trouble and, stalled in a dip on the road at the CPR crossing.

The driver and his three passengers saw the slow-moving coupled locomotives about 150 feet from the crossing. They left the car without difficulty.

It was rammed by the engine and driven about five feet. The engineer of the lead engine, Harry Creighton, said that the engines were travelling at about three-miles an hour enroute to the Union Station to pick up a train of coaches.

He thought the automobile was moving, and braked the train to almost a dead-stop when it became apparent that the automobile was stalled, police were told.

Const. Gerry Lefebvre was sent to investigate.

31/12/1956 Ottawa Citizen Prescott Carling Avenue

Mother, Son Hurt As Car Strikes Train

An Ottawa woman was injured Saturday night when the car in which she was riding collided with a CPR train on Carling Avenue just north of Preston at 10.30 o'clock.

Mrs. Margaret Meloche, 68, of 45 Strathcona Avenue, is being treated in Civic Hospital for possible fractured collar-bone, bruises and lacerations.

Her son, Peter Meloche, 32 driver of the automobile, sustained minor cuts and bruises.

Mr. Meloche told police he was driving east on Carling approaching the railway crossing when his mother shouted that train was coming.

Tossed From Car

He applied the brakes but was unable to avoid hitting the train. Mrs. Meloche was thrown from the car by the violence of the impact.

Police said the train was moving at a slow rate of speed at the time of the accident. The train was north-bound in charge of engineer Kipling Casselman, 51 Pinehurst Avenue.

Damage to the car was placed at \$1,200.

14/02/1957 Ottawa Citizen Prescott Ottawa Broad Street

Boxcars Roll Loose Into Parked Autos

Two boxcars which rolled off the end of a "dead" siding caused about \$1,000 damage to six parked automobiles this morning.

The accident occurred about 10.15 a.m. in the CPR's Broad Street yards. No one was hurt.

A "bump" from a shunting engine apparently started a chain of boxcars moving down the siding. The last two cars in the string were the ones which ran over the end of the rails.

All the damaged automobiles were parked close to the end of the siding. One, a 1953 model, was hit in the front, spun around and struck again in the rear; the others were grazed.

City Police Constable Andy Hanna investigated.

09/05/1957 *Ottawa Citizen*

Prescott

Prescott

Transport knocks train from track.

Prescott - A transport driver escaped with only minor injuries when his truck struck a CPR train at a level crossing on the Prescott Bypass and derailed three cars at 9.40 p.m. Wednesday.

William Conlin of Oshawa was treated at the Brockville Medical Clinic after his truck slammed into the 13th car of train 592, combination freight and passenger bound from Ottawa to Prescott.

The eastbound truck knocked the car nearly 100 feet and the impact severed the railway track.

The transport's cab was wrecked and the trailer section suffered damage estimated at \$2,000. No estimate of damage to the train - 20 freight cars, a baggage car and a coach- was available.

Engineer of the train was Gordon Allen of 1084 Gladstone Avenue, Ottawa, and the Conductor was F.G.Cope, also of Ottawa.

There is no wig wag signal at the crossing.

From Bruce Chapman #592 had G5 1265 for power.

03/06/1957 *Ottawa Citizen*

Prescott

Gladstone Avenue

Level Crossing Crash

An elderly Ottawa man is in satisfactory condition in Civic Hospital after the truck in which he was a passenger was struck by a CPR train early last night.

Simeon C. Silieff, 76 of 60 Lebreton Street, suffered a fractured collar bone and left wrist, when the truck being driven west on Gladstone Avenue by Joseph Litenchuck, 60, of the same address, was struck by the train at the level crossing just west of Preston Street.

The train which was travelling north, was operated by Engineer Kipling Casselman, 46, of 51 Pinehurst Avenue. The heavily damaged truck was thrown about 30 feet by the impact. Witnesses said the crossing's wig-wag signal was in operation at the time.

Despite his age, Mr. Silieff is not in serious condition and Mr. Litenchuck was unhurt.

Constables Bill Lupiano and Kenneth Walker investigated.

22/07/1957 *Ottawa Citizen*

Prescott

Heron Road

Two Escape When Train Rams Auto

Two Ottawa men escaped Injury when their car was struck by the CPR Ottawa-to-Prescott train at the Heron Road crossing at 7.30 p.m. Saturday. The car was damaged to the extent of \$350.

Aurel Gurmond, 21, 7 Monk Street, and his passenger John Lewis, 18, of 2418 Clementine Avenue, told police they were talking in the car and did not hear either the whistle or bell of the oncoming train.

The engine struck the left front end of the vehicle, sideswiping it. In charge of the train were Conductor Alfred Price and Engineer C. Robertson. They said both the whistle and bell of the train were sounded for the crossing.

26/10/1957 *Ottawa Journal*

Prescott

Canadian Pacific Advertisement

Effective Monday, October 28th, 1957

THE PASSENGER SERVICE

provided by trains 593 and 592 between Ottawa and Prescott

Will Be Discontinued

Reason: Lack of Patronage

CANADIAN PACIFIC RAILWAY COMPANY

28/10/1957 *Ottawa Citizen*

Prescott

Kemptville

Train Kills Kemptville Woman, 78

KEMPTVILLE (Special) A Kemptville woman was killed by the CPR's Ottawa-Prescott train Saturday as it pulled out of the station here on the last run of its more than 100 years' service.

The battered body of Mrs. James Workman, 78, was found shortly -before 7 a.m. Sunday beside the railway tracks 300 yards west of the station.

She died shortly after stepping off the same train at 8.20 p.m. after returning from a visit to her nephew in Osgoode. The train continued its run at 8.25.

Apparently she suffered a dizzy spell and wandered onto the track. Richard Evans of Kemptville found her body the next day. No inquest will be held.

(Caption to picture of crew) Conductor J.R. McNally checks his watch and engineer C.J. Robertson, centre, and fireman Alvin Nichol look on just before the last train carrying passengers between Ottawa and Prescott moved out of Union Station at seven o'clock Saturday night. Now, only freight will be carried on the 52-mile, 15-stop run. Passenger traffic was not sufficient.

107 years of train service ends.

A small, almost empty train slipped down the rails and into the cold night at Union Station Saturday. It was the last of its kind and marked the end of 10 years of passenger service between Ottawa and Prescott.

Just a Memory.

Now, for old trainmen and district residents alike, all that remains is memory.

A few passengers sat huddled quietly in a single coach. bright with yellow light.

A baggageman bent chafing his hands and fingering his mail within a single baggage ear.

It was seven p.m. and at the front a signal was given. Two burly trainmen heaved into a diesel cab. A conductor swung on at the rear.

Then it was gone.

It was goodbye to the first passenger service into Ottawa,

Prior to April, 1954 passenger trains exclusively operated between Ottawa and Prescott, but business had fallen off.

As a remedy the CPR put on a "mixed" (passenger and freight) train.

Still there were not enough passengers and the company made a successful appeal to the Board of Transport Commissioners.

Now only freight will be hauled on the 52-mile, 15-stop run and passengers will go by bus. To go by train they would have to travel by Coteau or Brockville.

The passenger service came into being under the St. Lawrence and Ottawa Railway in 1850 and was leased to the CPR in 1884.

Recently its stops have been Ottawa, Billings Bridge, Ellwood, Gloucester, Manotick, Bray, Osgoode, Sabourin, Kemptville, Bedell, Oxford Station, Groveton, Spencerville, Domville and Prescott. It has operated (going and coming) under train No.'s 593 and 592.

A Small Train

It normally has been a small train leaving Ottawa but has picked up passengers and freight and extra cars along the way, some cheese maybe at Oxford, then at Prescott some coal from Ogdensburg, and television sets from the town itself.

It has left Ottawa at six p.m. (standard) and arrived at Prescott at 9.05, then left from Prescott at six a.m. the following morning, arriving her at nine o'clock.

In future a Cornwall trucking firm will handle the mail between the two points.

Mail will leave Prescott post office at 8.30 a.m. and arrive at Spencerville at 8.55, Oxford at 9.20, Kemptville 9.40, North Gower 10.05, Manotick 10.30 and Gower at 11 o'clock.

Going the other way it will leave Ottawa at five p.m., arrive Manotick 5.30, Kemptville 6.40, Spencerville 7.05 and Prescott 7.30 - all standard time.

On the train for its last run Saturday were Clifford J. Robertson, engineer, of 261 Bayswater avenue, J.R. McNally, conductor of 261 Bayswater avenue [sic], Alvin Nichol, fireman, of 69 Palsen street; and trainmen, Erville Colemam, of Carleton Place and Percy Robertson of 81 Harold Place.

Engineer Clifford Robertson has been on and off the run since 1926. They were all sorry to see it go.

..As were many other train-buffs in the Ottawa area.

Picture.

The Canadian Pacific Railway shops on Bayview Road were heavily picketed, yesterday, the first day of the fireman's strike. Picketers are seen marching along the right of way before the 3.45 Brockville train pulled out from the yards with a full crew, one of them a fireman who breached the picket line to take his place in the engine cab.

Another picture and full report.

Page 1 with pictures

Fireman Saves Child

Mrs. Eldon Milford, of 26 Railway Street, holds her two-year-old son Dale (above) at the scene of a near-tragic accident involving him yesterday afternoon. Dale was scooped by a train crewman from in front of a Canadian Pacific Railway Freight Train after he had frozen with fear and couldn't move out of the way of the approaching locomotive. Fireman Keith Post of 1238 Amesbrooke Street, Copeland Park (below) stands on the footboard of the diesel to illustrate how he bent down and grabbed the child, saving him from being run over by the train.

Page 7

Fireman Saves Toddler From Wheels of Engine

Quick thinking by a Canadian Pacific Railway freight crew yesterday saved two-year-old Dale Milford from certain death under the wheels of their diesel locomotive.

Fireman Keith Post of 1236 Amesbrooke Street, Copeland Park, rushed to the front of the train as it bore down on the fear-frozen youngster, scooped him up from in front of the wheels and rolled to safety with him down the right-of-way embankment.

The near-tragedy happened in the west end where the CPR's mainline to Prescott runs parallel to Young Street.

Dale, the son of Mr. and Mrs. Eldon Milford of 26 Railway Street, had been playing along the track when the late afternoon mixed freight approached Ottawa from Prescott.

300 Yards Away

Trainman Kenneth Hart of 13 St. Francis Street, Ottawa, first noticed the youngster when the train was about 300 yards away from him. Dale was clothed in blue and, at first, the train crew thought he was a bundle of blue paper until he looked up.

Post was the first to react after engineer C.A. Butler, also of Ottawa, applied the emergency brakes and sounded the bell and whistle.

Frozen With Fear

"He was frozen with fear, with his hands up above his head (as if to fend off the locomotive) and his mouth open as if trying to scream.

"I don't know how fast we were going at the time. We were travelling about 20 miles an hour when we saw him. But I reached down, scooped him up and fell into the ditch with him."

Mr. Post said the child didn't say a thing until he got to his feet, then he started to cry. The fireman took Dale across the field to Railway Street where a neighbour came out and picked him up in her arms.

Dale escaped without a scratch. Fireman Post suffered only bruises to his right knee, and he was back at his post on the Ottawa-Prescott freight again today.

No Thought Of Danger

He told The Citizen that everything happened so quickly that he didn't even think of possible danger until it was all over.

The father of two daughters, Mr. Post said his first reaction when he saw Dale on the track was that the train couldn't stop in time to avoid hitting him. Although all emergency braking was applied, he felt the momentum of the train would carry it past the place where Dale stood riveted with fear.

So there was only one thing to do, he said, and he did it.

Mrs. Milford told The Citizen that she was away from home at the time, and Dale was in the care of a baby sitter.

The first the baby sitter knew of the incident was when neighbour, Mrs. Armand St. Jean of 18 Railway Street, brought Dale home in her arms.

Today Mrs. Milford still is recovering from the excitement, she said.

"I am thankful that the trains do not go fast through this section. If it had, Dale would have been killed. I am grateful to the railway man who risked so much to save my boy".

The Milfords are in the process of moving to a new home on Holmwood Avenue.

12/09/1958 *Ottawa Journal*

Prescott

Keith Post

Leaps From Train Saves Child's Life

A Canadian Pacific Railway fireman yesterday afternoon leaped from the footboard of a diesel engine to push a two-year-old child from the path of the moving freight.

Keith Post, 1238 Amesbrook Drive, was credited with saving the life of Dale Milford, son of Mr. and Mrs. Eldon R. Milford, 20 Railway street.

Wandered Away

The child, left in the care of a baby sitter, had wandered from the house and was playing alone on the railway tracks across the street from his home when the train approached, returning from its daily freight run to Prescott.

"It looked like a piece of blue paper on the tracks", said Mr. Post, "but when we realized it was a little boy, the engineer put on the emergency brake."

The boy stepped out over the rails but was still in the path of the engine.

With the train slowed to about eight miles per hour, Mr. Post climbed to the front of the engine and jumped, pushing the child to safety.

"He wasn't hurt" said the fireman, "just scared and crying."

Mr. Post has been with the CPR for 12 years and is chairman of Lodge 172, Brotherhood of Locomotive Firemen and Enginemen.

20/09/1958 *Ottawa Citizen*

Prescott

Youth Unhurt' As Train Strikes Car

Paul Lanoy, J6, of 32 St. Francis Street, escaped injury yesterday afternoon when the car he was driving was struck by a slow-moving freight train at the CPR crossing on Carling Avenue, west of Preston Street.

The youth told police he was travelling east on Carling, close to the boulevard. As he moved into the center lane, a truck stopped at the tracks obscured his view of the train approaching from the right.

The train, operated by engineer John Gillespie of 529 Brierwood Avenue, struck the right rear of the car.

Lanoy said he failed to see the blinker lights or hear warning bell at the crossing.

Damage to the car, owned by Alpherie Viau of 32 Francis Street, was estimated at \$900.

The accident was investigated by Const. Robert Wilkins of No. 2 Police Station.

06/10/1958 Ottawa Citizen Prescott

To Honor CPR Fireman For Saving Little Boy

An Ottawa locomotive fireman - Keith Post, 33, of 1236 Amesbrooke Street, Copeland Park who risked his own life to save a two-year-old boy from the wheels of a CPR train September 11, will be honored tonight at a special ceremony in Montreal.

Mr. Post will receive the September safety award of the Brotherhood of Locomotive Firemen and Enginemen for his feat of snatching Dale Milford, son of Mr. and Mrs. E. Milford, 26 Railway Street, from certain death when the child "froze" in the path of the train.

Stanley Knowles, executive secretary of the Canadian Labor Congress, will present the Brotherhood's plaque to Post.

The second part of the award, a cheque for \$230, will be presented by H. E. Gilbert, international president of the BIF and E.

N. R. Crump, CPR president, has been invited to attend.

Eligible For Annual Award

Mr. Post's selection as "Locomotive Fireman of September, 1958" makes him eligible for the brotherhood's annual award, which is given to one of the 12 monthly winners. A committee of representatives from labor, the press, railroad management and government selects the yearly winner.

Mr. Post was the fireman on CPR freight train No. 93 on the afternoon when the near-tragedy occurred in the West End where the CPR's mainline to Prescott runs parallel with Young Street. Crewmen saw what they at first thought a piece of paper on the track. Then they recognized the object as a child. The engineer, C. A. Butler, of Ottawa, immediately applied the brakes and sounded the horn but the child froze with fear in the path of the train.

Scooped Up Child

Post rushed out on to the front footboard of the engine and scooped up the terror-stricken child. Just as he grabbed the little boy he, threw himself and the child into a ditch alongside the tracks.

Half the engine passed over the spot where the youngster had been.

Post, who is the father of two children, suffered slight bruises in' the fall but the little boy escaped injury.

08/01/1959 Ottawa Citizen Prescott Manotick

Car Driver Serious After Train Crash

Fred Robar, 33, of 2390 Cheshire Road, Ottawa, is in Civic Hospital with undetermined head injuries he suffered when his auto was in collision with a moving CPR freight train at Manotick Station shortly before 2.30 yesterday afternoon. His condition is reported critical.

The accident occurred shortly after 2 p.m. when Mr. Robar's auto skidded down a 150-yard hill into the second of two diesel engines pulling the freight train.

Damage to the auto was estimated at \$2,000.

Henry Matthew, a farmer who lives near the scene of the accident, took the injured man to Manotick where he was first treated by Dr. O. B. Wilson. He was later rushed by Exclusive Ambulance to Civic Hospital where he underwent surgery last night.

Conductor on the train was H. H. McDiarmid. OPP Const. John Arscott, of the Ottawa Detachment, investigated the accident.

12/01/1959 Ottawa Journal Prescott Keith Post

Ottawa Trainman Places Second in Safety Contest

Keith Post, Ottawa CPR fireman who snatched a two-year old boy from the path of a moving train, placed second among 12 persons eligible to receive the annual \$500 safety award of the Brotherhood of Locomotive Firemen and Enginemen, it was announced today in Cleveland.

Winner of the award was John T. Matthews, of Schiller Park, Illinois, who saved the lives of 10 Chicago nursery school children and their bus driver when he flagged a train bearing down on a school bus that had just been involved in a crash with his own train.

23/01/1959 Ottawa Citizen Prescott Beech Street

Woman Slightly Hurt When Cab Hits train

A passenger in an Ottawa taxi was slightly injured early this morning when a CPR yard engine slammed into the cab at the Beech Street crossing, one block west of Preston Street.

Injured and treated at General Hospital was Mrs. Hilda Hennessey of 244 Breezehill Avenue. The middle-aged woman suffered cuts about the face and head.

Lionel Denis, 46, of 291B Kendall Avenue, Eastview, told police he didn't see the train until after it struck his Sandy Hill Taxi-cab. Denis and his sole passenger were headed west on Beech at 3.56 a.m. when the accident happened.

The southbound train was composed of an engine and caboose and was piloted by Engineer John B. Murphy of 1582 Senio Avenue. Conductor on the slow-moving train was Charles Jodoin of 65 Carruthers Avenue.

The taxi was thrown about 30 feet by the impact. Damage to the 1958 vehicle was estimated at \$900. Police said the taxi apparently slid into the path of the engine.

Const. Kenneth Ritchie of No. 2 Police Station investigated.

24/04/1959 Ottawa Citizen Prescott Ottawa Broad Street

CPR Caboose Turned Loose

CPR authorities were at a loss to explain how an estimated 13 railway cars jumped the tracks at the company's Booth Street terminal during shunting operations late yesterday afternoon. An investigation is now underway to determine where the brakes failed to operate or be operated prior to the derailment. Several feet of tracks were ripped up in the accident. Most of the railway cars were brought back onto the tracks shortly after the incident but emergency crews worked several hours to "straighten out" a coal car and caboose.

Photo by Newton.

29/10/1959 Ottawa Citizen Prescott

Second crash of train in four days.

Yesterday's car-train collision which wiped out an entire family of four was the second level crossing accident in two days for the CNR-CPR pool train No. 34 from Toronto.

The same engineer, Earl Fergus, of Smiths Falls, was in the cab for both crashes. Both were in the same general location and both occurred at approximately the same time of morning.

Yesterday, Mr. and Mrs. Warren Sim and their two children, Wayne, aged 7 and Peggy, aged 5, died when their small car was hit on the Hunt Club Road.

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Twenty-four hours and ten minutes earlier than yesterday's crash Wilbur Wilson, 51-year-old farmer of RR5.McCarthy Road, escaped death when No. 34 demolished his truck at the Walkley Road crossing.

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No One is injured when train hits automobile

OSGOODE (Special) No one was injured when a car which became stuck on the CPR crossing three miles north of Osgoode early Sunday (3/1) morning was struck and demolished by the Ottawa-to-Toronto CPR Flyer.

Police said the car, owned and driven by Delmar Whitelaw, 54, of Richmond, stopped on the crossing, with the front of the vehicle partly in a ditch and the rear on the railway tracks.

A passerby, Ronald Dunbar, 22, of North Gower, went to a nearby farmhouse to obtain help from Elmer Kelly and Patrick Doyle, RR 3, Manotick.

The three men, with the help of the owner of the car, were unable to move the car off the tracks. The CPR Flyer smashed into the 1953 vehicle, knocking it off the tracks a considerable distance.

The front of the diesel engine was slightly damaged.

The engineer of the train which was delayed only a few minutes, was Earl Fergus, of Smiths Falls.

The collision was investigated by Constables Kenneth Sheil and William McInnis, of the Ottawa detachments of the OPP.

22/01/1960 *Ottawa Citizen**Prescott**Manotick*

Car Skids Into Train, 2 Injured

A young married couple narrowly escaped possible death last night when their car was struck by a CPR passenger train at Manotick Station shortly before midnight.

Ernest Crowder, 21, and his wife, Shirley, 19, of Green Acres subdivision, South Gloucester, were rushed to Civic Hospital after their [sic] car skidded on icy County Road No. 5, where it crosses the railway line near the station and was struck by a diesel locomotive.

Mrs. Crowder was in "only fair" condition this morning after undergoing an operation for the removal of the spleen. She also sustained head lacerations and shock.

Police said she was thrown from the car and landed in deep snow, which prevented more serious injury.

Crowder was improving today after treatment for head injuries and shoulder lacerations.

The force of the impact hurled the heavy vehicle from the tracks onto a spur line.

A man living near the crossing, Don MacKinnon, heard the collision and went to the aid of the young couple.

Engineer of the fast passenger train No. 33, bound from Ottawa to Toronto, was Earl Fergus, of Smiths Falls, police said.

The accident was investigated by Ottawa OPP Constable Harold Beer.

28/01/1960 *Ottawa Citizen**Prescott**Prescott*

Caption to photo

One man was seriously injured, his transport demolished, 15 CPR freight cars derailed and a diesel engine overturned when the freight plowed into the tanker-transport near Prescott yesterday. Three Ottawa men, all members of the train crew, escaped possible injury. The accident occurred on Highway 401 about a mile northeast of Prescott shortly after 3.45 p.m. (See page 2)

Diesel overturns when train-transport crash

PRESCOTT (Special) A tanker transport driver was seriously injured when his vehicle was sliced in two in a highway level crossing accident here yesterday which overturned a CNR [sic] diesel.

David MacMillan, of Samia, received fractures of all four limbs and undetermined internal injuries. Three crew men from Ottawa in the diesel escaped injury.

The collision took place on Highway 401 about a mile northeast of Prescott about 3.15 p.m. The line from Prescott to Ottawa is lightly travelled and used only as a freight line. The train was pulling 15 box cars, one of which was overturned with the engine.

Engineer Lome Black, 204 Bayswater, fireman C. T. Godbout, 1634 Abbey Road, and front-end trainman, Donald McPherson, 15 Irving Avenue, who were in the diesel were shaken up when the heavy machine turned over completely.

The crewmen told police they did not see the tanker before the accident as they were watching another transport coming from the opposite direction which they thought was not going to stop.

The crossing carries only cross warning markers.

MacMillan's condition at Brockville General Hospital is considered serious.

Truck Cut In Two

BROCKVILLE (CP)-A 15-car freight train was derailed and a highwar tank truck cut in two north of Prescott late Wednesday in an accident that sent truck driver David McMillan of Sarnia to Brockville hospital with severe injuries. The diesel engine left the tracks and rolled over three times but the crew suffered only minor bruises.

Partial Blame Put on Father.

By Pierre Dumais Citizen Staff Writer

Partial blame for a level crossing accident which wiped out a family of four last fall has been placed on the father who is believed to have been driving the car. A coroner's jury last night first blamed "lack of proper driver precautions" on the part of Warren Alving Sim, 30, who they presumed was the driver. The man's wife, Grace, 28, a son Wayne, 7, and daughter Peggy, 5, died in the accident.

The four died October 28 when their small German car and a Canadian Pacific Railway passenger train collided at the Hunt Club Road crossing about a quarter mile west of Highway 31.

Police testified last night that the family had lived in the area about one month and had been travelling the road most mornings when Mr. Sim drove his wife to work and the two children to school.

Time Change

However, the change back from daylight saving time to standard time only a few days before had brought the passenger train run through the crossing at about the same time as the Sim family travelled the road.

Because of this police said they believed the Sim family were not aware of the train run which coincided with their travels.

The jury noted this in its finding and expressed the belief that the crossing was improperly marked by signs at the time.

Police evidence was that the crossing was marked by only one wooden cross arm sign at the south-east corner of the crossing. Const. Richard Rawlins testified that a view of the tracks for motor traffic began about 96 feet away and that it was possible to see down the tracks about 200 feet.

He stated also that checks of the sun on days immediately following the accident showed that it would not have blinded the driver and would have been shining more to his back.

Const. Wilmer Dowd testified that the Sim auto had left no skid marks while approaching the crossing indicating there had been no attempt to brake hard at the last minute by the car.

Const Stewart Storey, an identification officer with the Ottawa Police, presented photographic evidence that the front window was closed on the driver's side of the auto.

A window on the other side of the auto was too badly smashed for investigators to tell if it had been opened but they believe it also may have been closed as the weather was cool on the morning of the accident.

Const. Rawlins testified he had checked the radio in the Sim car and found the power switch on.

The closed windows, the playing radio and the noise of the car engine could likely have shut off the warning of the train's air horn and bell, he pointed out.

Engineer Earl Fergus, of Smiths Falls, said he did not see the collision but had applied the emergency brakes on the train when the fireman yelled at him to "plug it," the railwaymen's term for emergency braking.

The fireman was not called as a witness.

Fergus testified also that the passenger train was travelling about 45 or 50 miles an hour at the time. He had begun blasting the air horn and sounding the bell at the level crossing signal marker a quarter mile down the track.

The jury found also that the train's speed was excessive and recommended a 30-mile-an-hour limit for railway speed in the city. It made a recommendation also that a flasher and bell warning system be installed at the crossing.

Assistant Crown Attorney Douglas Forrest questioned the witnesses. Coroner Dr. J. S. Cross presided.

01/04/1960 *Ottawa Citizen*

Prescott

Carling Avenue

Two Injured As Train Wrecks Auto

A car-train collision at the CPR crossing on Carling Avenue at 7.15 p.m. Thursday sent two persons to hospital.

Injured were Leo M. Murphy, 68, of 410 Hinton Avenue, and his wife Ruth, 60. Both suffered head injuries and were detained at Civic Hospital following X-rays. Their condition was regarded as satisfactory.

The accident occurred when a small British car, driven east on Carling was in collision with a 15-car CPR freight north bound from the Sussex Street yards.

Police said today the flashing red light guarding the crossing for eastbound traffic, the direction in which the car was travelling, was not operating.

The impact spun the light car around and carried it on to the lawnway dividing the two lanes of Carling. The auto was almost demolished. Mrs. Murphy was thrown against the windshield which was broken by the impact.

Train Travelling Slowly

Railway officials said the train was only proceeding about 10 or 15 miles an hour at the time of the collision. The diesel drawn train was in charge of Conductor J. Woolcombe. Driver was Engineer R. Gale, and Fireman W. D. Archambault was also in the diesel at the time of the accident.

Mrs. Murphy suffered a fractured nose and head injuries, while Mr. Murphy also was cut about the eyes and head.

Traffic was not disrupted by the crash. Police Constable Thomas McCauley of No. 2 Station investigated the accident.

Caption to Photo

TWO INJURED HERE Mr. and Mrs. Leo Murphy, 410 Hinton Avenue, suffered head injuries at 7.15 last night when their car was in collision with a CPR freight train at the Carling Avenue crossing. The car, badly damaged by the impact, is inspected by an unidentified spectator shortly after the crash. Photo by Newton

11/01/1961 *Ottawa Citizen*

Prescott

Survives Car-Train Collision

A 21-year-old Carleton University student narrowly escaped death when a CPR freight train demolished his car at the crossing on the access road to the university, just west of Bronson Avenue.

Murray James Hill, son of Mr. and Mrs. Harry Hill, of 22 Find-lay Avenue, was admitted to Civic Hospital with severe chest and spinal injuries, a leg gash, multiple cuts and bruises.

Police said the train smashed into the car about 5.30 p.m., hurtling the auto 90 feet down the tracks. The Hill car was travelling west on the access road and the Ottawa-to-Montreal freight was heading south, according to police.

Conductor of the train, James Tracey, of 2276 Hillary Avenue, said he saw the car before the collision but there was no time to avoid the crash. Engineer of the freight was Raymond Couture, 45, of Montreal.

Mr. Hill was on his way to a night class at the university. He was rushed to hospital in Exclusive Ambulance. The 1954 auto he was driving was left a total wreck.

Warning Sign

There are street lights on either side of the crossing but no wig-wag signal at the point. A sign at the approach to the tracks reads in bold letters: "Warning Private Crossing, Persons Using This Crossing Do So At Their Own Risk."

Ottawa Police Const. Keith Anderson investigated.

Two Escape Train-Car Collision

A 37-year-old man and his male passenger escaped with a scare and a shaking up when their car was in collision with a slow moving freight train at Railway and Young Streets at 10.35 a.m. Monday. Joseph Koziolek of 46 Hamilton Avenue told police he was driving east on Young Street and did not see the southbound CPR freight train. Damage to the car was estimated at \$300.

Police said the train was travelling at about six miles an hour and the locomotive bell was operating. There is no wig-wag or signal light at the level crossing. The passenger was not identified. Const Robert V. Lhams investigated.

13/06/1961 *Ottawa Citizen*

Prescott

Railway tracks going under Canal

Begin work in fall, finish 2 years

The government has approved the depression of the CPR Prescott railway line across the city's west end.

Expected to start in the fall, the \$3,600,000 project will see the line go under the Rideau canal by tunnel and by open cut from the canal to near Gladstone Avenue.

Not a level crossing will be left in the section concerned.

Eliminated as level crossings will be Colonel By Drive, Prescott Highway, Carling Avenue, Gladstone Avenue and, of course, the new Queensway. All these traffic arteries will overpass the depressed railway line.

There will be much less defacement of the Carleton University campus.

Alan K. Hay, National Capital Commission chairman, announced government approval for the project at a press conference this morning.

The NCC, in due course, will secure a considerable drawback in grants from the Railway Grade Crossing Fund, operated under the Board of Transport Commissioners for Canada.

The CPR Prescott railway line will be the one remaining railway line crossing to the Hull side of the Ottawa River, by the Prince of Wales Bridge, near the city filtration plant on Lemieux Island. The line is necessary to provide a link with industries in Hull and the so-called North Shore railway lines to Montreal.

Depression of the CPR Prescott line is an important part of the NCC overall \$12,000,000 National Capital railway relocation program, to be completed by 1965.

The overall railway relocation plan will result in a spectacular reduction in the number of railway level crossings in the metropolitan area and construction of a new \$5,000,000 Union Station in the Hurdman's Bridge area just off the Queensway.

New freight yards and freight sheds will be provided for both CNR and CPR companies in the Alta Vista and Walkley Road areas.

C. C. Parker Associates of Hamilton will prepare detailed plans for new depressed construction of the CPR Prescott line.

J. L. McQuarrie, NCC railway consultant, will co-operate on the plans.

Elevation of the CPR Prescott line, using embankments, and bridge overpasses for the railway line, would have cost \$1,-000,000 less than the tunnel-open cut construction plan.

However, the NCC and the government felt the greater expense was warranted in the public interest and future development of the area concerned.

Happy With News

"We are very happy about this decision," President A. Davidson Dunton said this morning, commenting on news that the CPR Prescott railway line that runs through Carleton University's campus will be depressed into an open cut.

"We'd much rather have the line depressed than raised up on an embankment. We've been hoping for this move for some time."

05/07/1961 *Ottawa Citizen*

Prescott

On Friday, the first CPR train will use the Walkley Road diamond provided by the NCC for linking the CPR Prescott line with the new Ottawa joint terminal facilities.

21/07/1961 *Ottawa Journal*

Prescott

Weekend Detour On Gladstone

Gladstone Avenue will be closed to through traffic on Sunday (23/07), from 8 a.m. to 3 p.m. for laying of an additional temporary railway track.

The National Capital Commission is carrying out the work at the crossing which is between Bayswater Avenue and Preston Street.

The track will later be taken up when work on that section of the Queensway starts. The track is being put down to facilitate switching operation at the crossing.

04/11/1961 *Ottawa Citizen*

Prescott

Carling Avenue

DRIVER WALKED AWAY

A 17-year-old Stittsville youth, Robert Featherstone, climbed out of his demolished 1955 model car last evening after hitting a train on Carling Avenue about 6.30 p.m. The youth was driving west near Preston Street when his car slammed into the side of a CPR diesel freight locomotive. He was taken to Ottawa Civic Hospital, treated for minor lacerations and released. The train received an estimated \$200 damage to its right front end. Citizen-UPI Staff Photo

16/01/1962 *Ottawa Citizen*

Prescott

3 Hurt As Car, Train Crash Near Carleton University

Three men were admitted to Civic Hospital last night after the car in which they were riding was struck by a CNR [sic] train at a level crossing on the service road from Bronson Avenue to Carleton University.

The late model sedan was demolished when it was struck by the train at 9.43 p.m. and carried 82 feet along the CNR [sic] right of way.

The driver, Paul Dignard, 36, of 57 Ivy Ave., was admitted to hospital suffering from minor head lacerations. He told police he didn't notice the train until it was on top of his late model sedan.

Murray Corlett, 47, of 10 Ruskin Ave., a passenger in the car, is being treated for a fractured pelvis and undetermined injuries.

The other passenger, Peter Villeneuve, 20, of 85 Victoria Ave., Hull, suffered multiple injuries.

Bell Sounding

Stanley Dunn, 48, 204 Arthur St., engineer of the locomotive, said he approached the crossing about 15 or 20 mph with the engine bell sounding.

Mr. Dunn said he hit the train brake and the whistle simultaneously when he saw the collision would occur. The train continued over 600 feet past the crossing before it stopped. It was bound from the Walkley Yards for Ottawa West carrying 11 loaded oil tankers and the conductor's van.

A black and yellow railway warning sign is located on the service road one-tenth of a mile west of the crossing.

Hospital authorities today reported none of the injured was in serious condition. Mr. Corlett is a sessional lecturer at Carleton University and his passengers are part-time students. They were returning home from a night class.

20/08/1962 *Ottawa Citizen*

Prescott

City Centre Terminal

Now under construction

Ready for Spring 1963 occupancy

Specifically designed to provide complete warehousing, industrial, retail and office facilities, at an economical rent in the centre of the city, convenient to all traffic routes. Adjacent to the LeBreton Flats expropriation and new Government Buildings. Walking distance of Ottawa's largest skilled and unskilled labour pool. Providing Ottawa's only downtown railway siding after relocation. Completely sprinklered and fire resistant building. Every tenant will retain his individual identity.

05/10/1962 Ottawa Citizen Prescott Manotick

Two Injured At Manotick Rail Crossing

Two men were injured when their pickup truck slammed into the front end of a CPR freight engine at Manotick station about 9.15 a.m. today. Suffering head injuries is Herbert Brune, 21, of 21 Nelson St., Aylmer East. He has been detained in Civic Hospital where his condition is described as "satisfactory".

Peter Groth, 22, of 179 Beverley Ave., Ottawa was treated for bruises to the leg and released from hospital.

Police report the truck was going east and the train was proceeding south about 28 mph. It was raining at the time of the accident and the level crossing is protected only by warning crossarms.

Damage to the truck was estimated at \$500 and the train was able to continue on its way to Prescott. OPP Constable Peter Balog investigated.

05/11/1962 Ottawa Citizen Prescott

Driver dragged in rail crash, escapes unhurt

A car driven by a Rockcliffe Park youth collided with a train early Sunday morning, was dragged 25 yards, overturned and thrown into a ditch and the driver walked away from the accident.

James Arthur Tucker, 19-year-old son of Mr. and Mrs. H. W. Tucker of 77 Placel Rd., collided with the train at 3 a.m. in a blinding snowstorm on Colonel By Drive near Dow's Lake. His car struck the fourth box car behind the engine.

"I didn't see it until I was almost on it," he told The Citizen. "Then the front of my little car drove right under the box car and part of the train broke the windshield."

Landed on wheels

Mr. Tucker said he "just held onto the steering wheel" after that.

"I ducked down as the train dragged me along," he said. "Then the car came free of the train and rolled over down an embankment. It landed on its wheels."

The youth said he was taken from the car by a man who was passing at the same time in another car. He was then taken to the Ottawa General Hospital by Ottawa police and released after a check by doctors.

Mr. Tucker said he had been visiting friends in Parkwood Hills and had gone through Hog's Back on the way home. He had just passed another car when the accident occurred.

"It was snowing heavily and I didn't see the train at all," he said.

The engineer, Horace St. Germain of 2274 Utal St., unaware there had been an accident, continued and didn't know about the mishap until told later.

The Tucker car, a small European model, was almost entirely demolished by the accident.

02/01/1963 Ottawa Citizen Prescott Osgoode

Girls hurt when car hits train

Two girls were slightly injured shortly after 8 o'clock this morning when their auto skidded on icy pavement and ran into the side of a freight train at Osgoode. Taken to Civic Hospital were Patsy Cook, 17, of Kars, and Dorothy Sunstrum, 18, of Osgoode. Both are under observation, but hospital authorities said that neither is in serious condition.

The mishap is being investigated by OPP Constable Pete Balog.

At the time of the accident the girls were en route to Prescott. Their car was badly damaged in the crash.

13/07/1963 Ottawa Citizen Prescott Ottawa West

Train, truck crash, 2 hurt

Two men were injured in a train-truck collision in the CPR yards under the Wellington Street bridge at 11 p.m. Friday.

Police said Rod Langevin and William Pilotte were driving a CPR three-ton van truck when it collided with a CPR tank car. The truck, driven by Pilotte, was a complete wreck

The men were rushed to hospital with undetermined injuries.

18/09/1963 Ottawa Citizen Prescott

Biggest girder in place.

The largest steel girder ever brought to Ottawa is lowered into place at City Centre, the building complex rising between the Wellington and Somerset Street bridges. The girder, 122 feet long and nine feet six inches high, was brought from Montreal on three railway flat cars. It will allow a railway siding to enter the building, a \$4 million project developed by Freedman Brothers, that will combine office and warehouse space, light manufacturing plants, storage, stores offices and other services.

17/10/1963 Ottawa Citizen Prescott

West end tunnel work starts soon.

By J. A. Hume Citizen staff writer

Work may be started within a month and continue throughout the winter on Phase I of an NCC grade separation program for the CPR Prescott line in the West End involving a 1,900-foot tunnel under Colonel By Drive and the Rideau Canal.

The Rideau Canal is being drained earlier than usual to facilitate the tunnel construction work which will provide considerable winter employment.

Richard and B. A. Ryan (1958) Ltd., Montreal, yesterday filed at \$1,974,241.20 the lowest of eight tenders received by the NCC for the tunnel project. The highest bid, \$2,621,000, was filed by Dufresne Engineering Company Ltd., Montreal.

Tenders will be called shortly for Phase II of the grade separation program for the CPR line, which must be continued as the only railway line to Hull, extending from Highway 15 to Prescott and a point just north of the viaduct over Somerset Street West. Under the completed program, Highway 16, Carling Avenue, Gladstone Avenue, and the Queensway will all pass over the depressed open-cut railway line in that section.

Phase I of the program runs from a point just west of the railway bridge crossing the Rideau River, across the Carleton University Campus, and by a tunnel under Colonel By Drive and the Rideau Canal to a point just north of Highway 16.

Two-year program

Completion of both phases of the Prescott railway line grade separation program, at about \$4,000,000, will take about two years' time.

S. Findlay Clark, NCC chairman, has described the Prescott line project as essential for completion by late 1965 when the new \$5,000,000 Union Station will be completed near Hurdman's Bridge, just off the Queensway. At that time the present Union Station will be abandoned along with the railway line crossing the Interprovincial Bridge to Hull.

06/02/1964 Ottawa Citizen Prescott Carling Avenue

Car strikes locomotive, man injured

A Sherbourne Road man was reported in "good condition" with a broken leg Wednesday night after his car struck a CPR locomotive on Carling Avenue just west of Preston Street.

Driver of the car was Arthur Kenneth Green, 48, of 614 Sherbourne Rd., who was admitted to Ottawa Civic Hospital.

The accident happened shortly after 3:30 p.m.

Green, westbound on Carling, told police he didn't see the train, the flashing lights or hear the bell at the crossing.

Engineer on the southbound train was Vernon Dier, of 36 Armstrong St.

14/12/1964 *Ottawa Citizen* *Prescott* *Ottawa West*

Transport "first" for Ottawa.

Shipment of automobiles by railway tri-level automobile carriers arrived here Thursday for the first time when two of the big three-deckers delivered 30 cars to Ottawa and Hull dealers at Canadian Pacific's Broad Street freight yards. The triple-deck carriers, of which CP has 254 in its fleet, are 89 feet 9 inches long and can accommodate 12 to 15 automobiles. It is expected that they will carry the big bulk of cars to the markets in the future.

04/02/1965 *Ottawa Citizen* *Prescott* *Young Street*

Man unhurt when train strikes car

Alfred Pontiroli, 41, of 257 Fairmont Ave., escaped injury yesterday when his car was struck by a CPR freight train at the Young Street crossing. The car was dragged and buffeted 30 feet by the engine and the first freight car. Damage was estimated at \$450 to the auto and \$25 to the train. Engineer Stewart Gilchrist said he sounded his horn four times after he saw the car approaching the crossing. Mr. Pontiroli said he had applied his brakes just before crossing the tracks and had slid into the path of the train. The crossing is marked by a wooden signal.

07/07/1965 *Ottawa Citizen* *Prescott* *Colonel By Drive*

Man unhurt as car rams train

Gerald Aldrich, 42, of 26 Marlowe Cres., had a close brush with death when his car collided with a train Tuesday at 11 p.m. Mr. Aldrich escaped uninjured after his late model car hit the engine of a freight train at a crossing on Colonel By Drive, just west of Bronson Avenue. The impact threw the car in a northerly direction. It came to rest just short of going into the Rideau Canal, which runs alongside the Driveway. The crossing is not protected by a wig wag warning system and is poorly lighted. Engineer of the train was Lucien Bonneville, 41, of 496 Donald St. Damage to the car was estimated at \$1,800.

28/05/1966 *Ottawa Citizen* *Prescott*

Train crushes boy's foot

A seven-year-old boy had his right foot run over by a slow-moving train last night while playing on tracks at the west end of Louisa Street. Doctors performed a three-hour operation on Michael Corkery in an effort to save the foot but say it is too early to tell if they have been successful. Apparently the toes were almost severed by the train wheel. The accident happened about 8 p.m. Michael is one of nine children of Mr. and Mrs. A. P. Corkery of 284 Preston St. His condition is reported as "satisfactory" by Civic Hospital authorities. People living in the heavily-populated area of the accident said boys have been seen jumping onto the slow moving trains. They express concern that the railway is not fenced in the area. Michael was playing with his brother Joseph, 9, along the tracks when the accident occurred. It is not known whether he was hitching ride on the train when he was hurt. The northbound nine-car freight train was going about five m.p.h. along that strip of track railway officials told police. No one on the train, heading towards Union Station from Brockville, [sic] knew anything had happened. The train did not stop. Arthur Gervais of 203 Louisa arrived on the scene shortly after the accident and with the help of an unidentified woman attended the boy until the ambulance arrived.

30/05/1966 *Ottawa Citizen* *Prescott*

Train victim's condition 'good'

Michael Corkery, 7, who had his foot severely injured by a train along the tracks at the west end of Louisa Street Friday was reported in good condition this morning. Doctors feel the foot has been saved. Apparently the skin on the boy's heel was torn away from the bone. The son of Mr. and Mrs. A. P. Corkery of 284 Preston St. was playing with a nine-year-old brother Joseph when the accident occurred.

13/08/1966 *Ottawa Citizen* *Prescott*

Ottawa girl is injured in train-car collision

A 22-year-old girl was under intensive care at the Civic Hospital this morning following a train-car crash at the Gladstone Avenue and Preston Street level crossing Friday at 9.06 p.m. Ginette St. Louis of 230 Brittany Dr., Apt. 412, was in fair condition with a head concussion today. The westbound car she was driving was dragged along the tracks for 162 feet by the train before sliding off and down the railroad embankment. The Canadian Pacific Railroad freight train was travelling south at 10 or 15 MPH engineer John Gillespie, 53, of 529 Brierwood Ave. told police when the accident occurred. Mr. Gillespie managed to stop the train 181 feet from the impact point. Miss St Louis' car received an estimated \$800 damage. The crossing is protected by flashing wig wags and checks made by police showed they were in operating order.

26/10/1966 *Ottawa Citizen* *Prescott* *Wellington Street Viaduct*

VIADUCT TO GO IN '67?

Demolition of the old Wellington Street viaduct may begin early next year. The load limit on the viaduct was recently cut from 12 tons to 10 tons and OTC buses no longer cross the structure. City officials say the old viaduct is completely safe unless a number of extremely heavy vehicles happened by coincidence to get on its main span at the same time. A firm of consulting engineers has been hired to design a new crossing at the CPR-Prescott subdivision rail tracks. It has not yet been decided whether the crossing will be an overpass above the tracks or a subway below the rail line.

17/04/1967 *Ottawa Citizen* *Prescott* *Riverside Drive*

Pair uninjured as train hits car

Walter Berger, 26, of 533 Churchill Ave., knows Saturday definitely wasn't his day. Mr. Berger's car collided with a telephone pole and then was hit by a train twice several minutes later. Mr. Berger, stationed at RCAF Uplands, lost control of his car on Riverside Drive Saturday evening and struck a telephone pole near a railing crossing. He and a passenger, Michael Cornell, 25, of 2129 Honeywell Ave., stepped uninjured from the car, which had bounced onto the tracks. The Canadian Pacific's transcontinental train from Vancouver then bumped the car off the crossing. The train hit the car on the right front fender and spun it around, pushing the rear of the vehicle into the side of the train. The Ottawa bound train, undamaged, was delayed about 10 minutes. Damage to the car 'as estimated at \$600.

Demolishing Coal Sheds - McIlraith

The rusty ramshackle coal sheds near the eastern end of the Ottawa River Parkway will be knocked down as soon as the government gets control of them, according to Works Minister McIlraith. The vacant sheds, standing near the edge of the Broad Street yards, were described as an eyesore by the minister who said negotiations with the CPR for them are on the verge of completion. "We have wanted them out of the way since the first of July but we can't do anything until we take possession of them," he said. The buildings and property are part of abandoned railway land which the federal government is taking over in stages under the railway relocation programme.

01/08/1967 *Ottawa Citizen*

Prescott

Caption to photo of

Tunnel inaugural The NCC's \$4 million railway relocation in the Dow's Lake area was inaugurated today when CPR train No. 90 left Ottawa for Prescott. The train was the first to use the deep cut and tunnel from Somerset Street west, under Carling Avenue, alongside the Experimental Farm's arboretum and under the Ki-deau canal and Col. By Drive.

02/06/1968 *Ottawa Citizen*

Prescott

2 escape serious injury when car hit by train

Two women are in hospital with relatively minor but "painful" injuries following a car-train collision Friday night.

Mrs. Andree Scullion, 24 of 840 Springland Dr., and Mrs. Geraldine Cogswell, 33, of 52 Second Ave., are in satisfactory condition at the Civic Hospital.

Mrs. Scullion is suffering from a fractured jaw and lacerations and Mrs. Cogswell from lacerations and shock.

At 11 p.m., Mrs. Scullion turned the car off Bronson Avenue on to Heron Road going west just seconds before a Canadian Pacific train was to pass the crossing 100 yards away from the intersection.

One of the six-man crew that was handling the train composed of three empty boxcars and a diesel engine, said he saw the car turn the corner and approach the railway crossing. He said he thought the car was going to stop.

It didn't. The train slammed into the right side of the car close to the front wheel. The car was carried about 75 feet before the southbound train came to a halt.

Police said the car was a total wreck.

29/06/1968 *Ottawa Citizen*

Prescott

Heron Road

2 escape serious injury when car hit by train

Two women are in hospital with relatively minor but "painful" injuries following a car-train collision Friday night.

Mrs. Andree Scullion, 24 of 840 Springland Dr., and Mrs. Geraldine Cogswell, 33, of 52 Second Ave., are in satisfactory condition at the Civic Hospital.

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Police said the car was a total wreck.

18/07/1969 *Ottawa Citizen*

Prescott

Manotick

Policemen guard tanker as poisonous gas leaks

Provincial police stood guard for five hours over a parked railway tanker seeping poisonous gas into the air at Manotick Station.

Residents of the village on County Road 8 about three miles east of Manotick alerted police about 9 p.m. Thursday that strong smells of ammonia were drifting in the air.

The gas, leaking from around the filler of a double-skinned, 10,000-gallon tanker parked on a siding, causes irritation to the eyes and respiratory system and in sufficient concentration can cause blindness.

When mixed with air, it can be "extremely explosive."

Firefighters from nearby Osgoode and Gloucester Township were called in to watch over the tanker while police stopped traffic and warned villagers that an evacuation was possible.

As the initial scare passed, traffic was allowed to pass through the area.

Experts on scene

Officials from Brockville Chemical Industries Limited, the firm that manufactures the anhydrous ammonia destined for use as a weedkiller by local farmers, arrived at the scene shortly after midnight.

Using air packs and goggles, the experts examined the leak and declared it harmless for the time being.

A Canadian Pacific Railways locomotive was scheduled to move the tanker car back to Brockville where the leak will be repaired.

Residents said it had been parked at the siding for the past three or four days.

19/07/1969 *Ottawa Citizen*

Prescott

Manotick

Ammonia gas no problem

BROCKVILLE (Special)

Anhydrous ammonia gas leaked during transfer from a railway car to storage tanks near Manotick Station will not damage vegetation.

J. C. Chantraine, an official of Brockville Chemicals limited, said Friday the gas on the quantity let loose at the scene is not dangerous.

Investigations indicated the fault was not with the tank car carrying the gas in liquid form.

Mr. Chantraine said the cause of the leakage was the improper drainage of a connecting hose used to move the liquid ammonia to storage tanks.

He added that the lack of wind and the humidity also complicated the incident. Had a strong wind been blowing, the smell of the gas would have disappeared within five or 10 minutes.

Farmers in the area use the gas as fertilizer.

Provincial police and fire fighters watched over the tank for five hours after residents in the area complained of the strong smell of ammonia in the area shortly after 9 p.m. Thursday.

03/09/1969 *Ottawa Citizen*

Prescott

Hunt Club Road

Three men injured as car hits train

One man is in satisfactory condition with fractured ribs and two others were released from hospital with minor injuries Tuesday after their car struck a freight train on the Hunt Club Road.

Clarence Currey, 52, of Manotick, driver of the eastbound car remains in Riverside Hospital following the 1 p.m. accident.

Passengers John Edwards and Ken Honeywell, both of RR 5 Ottawa were treated and released. All were thrown from the car.

Police said the car ran into the side of the northbound CPR freight train, demolishing the late model car and causing \$30 damage to the train.

Explosives, flares, stolen from shed

CP Rail officials have voiced fears that children are now playing with 24 explosive devices and 12 emergency flares stolen Monday from a tool shed.

The devices called torpedoes contain a quantity of gunpowder in a brown package which could explode when struck by a hammer or rock.

Such an explosion, says CP investigator Leighton Huntington, would easily blind a person or blow off a hand.

The torpedoes, labelled "Caution Explosive," were discovered missing from the Wellington Street shed Tuesday morning along with 12 flares.

Although not considered dangerous, the flares could burn a child's hand, said Mr. Huntington.

Anyone finding the torpedoes or flares should phone city police.

CP workers said they saw boys aged 12 to 14 playing near the shed area Monday evening and security officials said they might be responsible for the theft.

"Some young fellows with the May 24 holiday coming up may think this is something to make a little extra noise with," said Mr. Huntington.

The shed door had been pried open with a crowbar after the lock had failed to budge, he said. Other cases of torpedoes were untouched.

CP workers use the torpedoes to stop trains when men are working on the track. A pair of torpedoes on contact with a moving train explode with a loud noise warning trainmen to stop the train.

01/04/1975 *Ottawa Citizen*

Prescott

Kemptville

Policeman dies at rail crossing

KEMPTVILLE (Staff) - An Ontario Provincial Police constable was killed Monday when a freight train smashed into his unmarked cruiser at a railway crossing near here.

Constable Gerald Alan Thompson, 34, stationed here, was eastbound on Oxford Township Road 6 about three miles south of here when the accident occurred at 12:05 p.m.

His cruiser was struck by a CP Rail freight train bound for Prescott at a crossing that has no warning lights or bells. The car was pushed 40 feet by the train.

The view along the railway tracks at the crossing is partially obstructed by trees and brush.

Constable Thompson, an OPP member for eight years, lived in Kemptville with his wife and two children, aged six and nine.

07/04/1975 *Ottawa Journal*

Prescott

Kemptville

Car pursued when officer killed in crash

KEMPTVILLE (StaFO -OPP Constable Alan Thompson, 34, who was killed March 31 in a train-car crash; was in pursuit of a speeding vehicle at the time of his death, the OPP has reported.

OPP said the driver who was involved in the chase came to their offices accompanied by his lawyer last week.

Constable Thompson died when his unmarked cruiser was struck by a train about 12 p.m. on the Beech Road, five miles south of here.

Police said no charges have been laid.

08/07/1975 *Ottawa Journal*

Prescott

BELOW the HILL

"How deadheading ended a career: by Dave Brown

'At first, there didn't seem to be anything unusual about the small train heading north towards the Prince of Wales Bridge at 10:35 a.m. Sunday.

'I was riding my bike along the Ottawa River Parkway and daydreaming when the feeling that something was out of place hit me. It took a while to sink in.

First the sound -- steam. Then the sight.

'That train didn't belong there.

'It was engine 1057, gurgling along contentedly and pulling a short string of old passenger cars, off on its first excursion of the summer to Wakefield.

'Being from a railroad family (both grandfathers and my father were CPR trainmen), I have in the past watched so many similar trains and engines from a bicycle that time has lost its meaning. That's why it had been difficult focus in on what was wrong with the scene around me.

'I stopped on the overpass and in the sounds and smells of steam, easily slipped back 25 years and remembered how my railroading career was cut short at age 12.

'Start of a lesson

'I had informed my father that I wasn't too interested in long-range education planning because I was going to be an engine driver just like him. He tried to talk me out of it, but nothing seemed more fun.

'So he taught me out of it.

'A few days later, he asked me if I wanted to be his fireman on a deadhead run to Markstay, near Sudbury.

'It was a warm summer night and darkness had fallen when we approached the roundhouse to pick up our engine. We walked past many big and modern engines of the day. There were coke-burners (?) and oil feeders (?) and they all seemed as streamlined then as a rocket ship today. (my question marks)

'In the locker-room in the roundhouse, I was introduced to the fireman, who thought it a good idea that he would be getting the night off. Then the suspense ended and we went out to meet our engine.

'Biggest let-down

'It was a small and tired old hand-bomber. It looked much like 1057. It was embarrassing. We chugged out backwards through those gleaming modern engines.

'Getting to Markstay didn't take much shovelling. Then we had to wait for the incoming train.

'About three hours later, we were hooked to the front of the freight train and running at the hill. The other engine was a big coke-burner (?) and I felt a bit like a dog trying to help pull a horse.

'The fireman had killed time in a nearby tavern and was sleeping on the jump-seat in front of the fireman's seat, propped up on one side by the wooden wall of the engine, and on the other by the rounded wall of the boiler. The piercing whine of a pump sending water to the boiler was constant.

Sudden change

'On the engineer's seat now was an engineer, not a father. And he was screaming for more steam and that meant more shovelling. The whole front of the firebox was glowing red. The noise was painful, and so was the heat. The clam-like doors over the firebox couldn't be left open because of the blast-furnace heat that they let out, so every shovel thrown in meant stepping on a treadle, and the clank and hiss of the doors added to the noise.

'The engineer kept screaming. The little engine seemed to be rocketing and standing was difficult. I was afraid of falling against the red-hot firebox.

'The frequent trips into that firebox soon had the end of the shovel red-hot.

'The run back became a blur of heat, sweat, head-hurting noise and back-breaking work. Coal dust got into my eyes and gritted in my teeth. I couldn't stop or the gauges in front of me started to drop. I think I cried.

'Next day, my father was up and off on another run before I was out of bed. I left him a note saying that I would like to attend the school that he wanted me to enrol in. It was my resignation from railroading.

Parting shot

Watching 1057 chug its way up into the Gatineau Hill Sunday, there was a strong feeling that I had made a mistake. I wished that I was driving it.

11/08/1978 *Ottawa Citizen*

Prescott

Kemptville

Charge follows crash

KEMPTVILLE (Special) An Ottawa man has been charged with failing to stop at the warning lights after his car hit a CP Rail freight train crossing Highway 16, five kilometres north of here Thursday. Surendra Agarwal, 35, of 329 Goulburn Cres., was not injured in the accident which occurred shortly before 9 a.m.

23/08/1980

Ottawa Citizen

Prescott

Kemptville

Train hits halted car

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

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

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

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

27/08/1980

Prescott Journal

Prescott

Prescott

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

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

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

11/12/1980

Ottawa Citizen

Prescott

Beech Street

Ottawa woman killed by freight train

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

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

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

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

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

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

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

12/12/1980

Ottawa Citizen

Prescott

Beech Street

Railway fatality probed

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

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

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

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

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

17/01/1983

Ottawa Citizen

Prescott

Glen Smail Road

Prescott woman injured in car-train collision

A Prescott woman is in satisfactory condition in Brockville General Hospital after the car in which she was a passenger collided with a train on Glen Smail Road, about three kilometres north of Prescott, Friday.

Irene Hutt, 47, of RR 4, Prescott, was driving with her 19-year-old son James when the westbound vehicle collided with a northbound train about 3 p.m. James Hutt was uninjured.

Prescott police said the Hutt car was demolished and there was minor damage to the train.

23/12/1985

Ottawa Citizen

Prescott

Manotick

Police amazed as man escapes with scratch from crash with train

An area man received his Christmas present early this year a scratch on the head and police say he's lucky that's all he got.

John Partridge, 38, of Greely, was in a car struck by a train as he drove over a CP crossing near Manotick Station about midday Saturday. The crossing has signals but no gate.

"Everyone has told me I should be in a coffin. I guess it hasn't sunk in yet," Partridge says.

Partridge's car was a total loss and one passer-by said, "It didn't look much like a car any more."

The locomotive was pulling five box cars.

"He got his Christmas present. Someone must have been looking out for him," said Manotick OPP Const. Ray Sabourin.

"When I saw the wreck I said, Here's another death," Sabourin says. "I don't understand how he walked away from it."

Partridge says his seatbelt saved his life.

"I would have been thrown out of the car, there's no question. I will never get in a car without one (a seatbelt)," Partridge said.

He says the bruises left by the seatbelt on his shoulders and waist are painful, "but at least I'm around to feel them."

Sabourin says, "He must have braced himself well and he had almost made it across." He added that if the train had arrived at the crossing a moment sooner, Partridge and his car would likely have been dragged several hundred yards by the train, which was travelling at about 50 kilometres an hour towards Smiths Falls.

Partridge says sun light coming from behind made the warning signal difficult to see.

"I'm not a fast driver and I don't drink."

Partridge, who says he crosses the tracks nearly every day, was returning to his home a few miles from the accident site from a day of shopping on Merivale Road.

"My wife hasn't seen the car yet. It's probably best that she doesn't."

Partridge believes he owes his life to a gift of God. "I guess that's the only way you can interpret it at this time of year."

Partridge's car, struck by the train the left rear fender, was thrown about 20 metres by the impact, Sabourin said.

The train's engineer saw Partridge's car and pulled the emergency brake, but the train didn't stop until about 65 metres beyond the intersection, Sabourin said.

Partridge has been charged with failing to stop at a flashing railway crossing. The charge carries a \$53 fine.

11/06/1986

Prescott Journal

Prescott

Prescott

FERRY CAPTAIN DIES: In a recent edition. The Prescott Journal carried an obituary listing the death of Captain Doug Major, a retired boat captain off the St. Lawrence River. From the early 1930s to the 1970s, Major captained the tug Prescottont, owned by the Canadian Pacific Car and Passenger Transit Company, as it shepherded the rail car barge Ogdensburg back and forth across the St. Lawrence River between Canadian Pacific's terminal at Prescott, Ontario, and the Penn Central nee New York Central yard at Ogdensburg, New York.

Major started his career in the 1920s on the Great Lakes and became a mate on the Steel Electrician, one of the first diesel-powered boats on the waterway. The Prescottont also boasted one of these early diesel engines, in addition to other features such as ice breaking capabilities. Indeed, this diesel knowledge may have helped the Captain in securing a position with CP.

In keeping with nautical tradition, the Captain ensured that everything was just so. Indeed, member Duncan duFresne has never ceased to marvel at the pristine condition of this boat and her engine room which he had the chance to visit on numerous occasions when assigned to the Prescott coal train while he was a fireman with Canadian Pacific in the 1950s.

14/05/1989

Ottawa Citizen

Prescott

All aboard for the ride of your grandparents' lifetime: Ottawa by steam train.

Locomotive 1201 and its train of vintage passenger cars leaves the Museum of Science and Technology three times today for a scenic tour if there ever was one. The 90-minute to two-hour tour makes its way across the Ottawa River to Hull and back, runs beneath Dow's Lake, through Vincent Massey Park, passing by the Rideau River, Billings Estate and Ottawa Station before returning to the museum.

Trains leave at 10 a.m., 1 p.m. and 4 p.m. Some tickets (\$15 for adults and \$10 for children) were expected to still be available today: head down the museum at 1867 St. Laurent Blvd. (at Smyth Road) to buy them and get on board. If, by chance, you miss out on tickets for a ride today, you should be able to buy tickets for next weekend. Parking at the museum is free.

Bytown Railway Society

18/06/1989

Ottawa Citizen

Prescott

If you missed getting a ride on steam locomotive 1201 a few weeks ago, here's another chance. The historic train will be leaving from the Museum of Science and Technology at 10 a.m., 1 p.m. and 4 p.m. today for two-hour tours around Ottawa. Tickets \$15 for adults, \$10 for children 12 and under and free for toddlers if they aren't using a seat are on sale at the museum.

(Bytown Railway Society)

12/11/1989

Ottawa Citizen

Prescott

Kemptville

Hunter fired shot in vain effort to warn teen of approaching train.

A 14-year-old hunter killed by a train near Kemptville fell asleep on the railway tracks, said his brother Saturday.

Christopher Birch was struck and killed instantly Friday when the freight train rounded a curve masked by trees.

Hunters with Birch told his Oxford Mills family the teenager appeared to have fallen asleep while sitting on the tracks. He was waiting for others to flush the deer out of the woods.

Police blame the 11 a.m. death on inattentiveness and loud winds that muffled the sound of the train. They wouldn't comment on whether he fell asleep because he was tired from hunting early that sunny morning.

One hunter first saw Birch sitting on the tracks but, when he looked over after hearing the train, he was lying down, said Birch's brother, Robert.

"They think maybe he did fall asleep," said Robert. "He sat down and dozed without realizing it."

Robert said one hunter fired off a round in the air to wake him.

"The train came around before they knew it," he said. "He couldn't move (in time)."

The Grade 8 student had skipped school to join his father and other hunters in trying to shoot a deer before the season ended Saturday.

It was Birch's first time in an organized hunt, said his brother, and the athletic, good-spirited teenager was very excited.

"He loved hunting," said Robert, 27. "He'd been wanting to do this for the last couple of years."

A strong wind was blowing Friday and Birch was at a particularly noisy spot where the wind was swirling around, said Const. Dale Kinnear of the Ontario Provincial Police's Kemptville detachment.

Also, he could have been inattentive to the familiar sound of the CP Rail train because he grew up near train tracks, Kinnear added.

Birch's brother agrees and calls it a "freak" accident that has horrified his parents. Members of the hunting group told him it was difficult to hear each other because of the wind, he said.

Kinnear said no charges are to be laid and he is satisfied there was no negligence on the part of CP Rail.

11/05/1990

Ottawa Citizen

Prescott

National Museum of Science and Technology, 1867 St. Laurent Blvd. Festival of Spring Express (ex-CPR locomotive 1201) train ride through the region, May 12-13, 20-21. Tickets at museum gift store or call 745-1201. Open 7 days a week to Labour Day. Wed -Fri., 9 a.m. -8 p.m.; Sat. -Tues., 9 am. -6 p.m. Sat. -Mon.

27/08/1990

Ottawa Citizen

Prescott

Prince of Wales Bridge

With picture

HANGING ON FOR THE LAST TRAIN

As daredevil boys hang on the Prince of Wales Bridge near Lemieux Island, steam locomotive No. 1201 crosses the Ottawa River for the last time Sunday.

"It's extremely dangerous to do that," cautioned Const. 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 90-minute excursions around the city.

29/08/1990

Ottawa Citizen

Prescott

Locomotive 1201 seeing red: short excursions may end

Promoters of locomotive 1201 may be forced to cancel its two-hour excursions next summer after it failed to break even during a final weekend effort.

The Ottawa Valley steam train carried about 1,000 passengers Sunday on its final summer excursion across the city and over the Prince of Wales Bridge to Hull. Unfortunately, the train needed about 1,200 to break even.

"We had to keep the price down to make it attractive to families," said Paul Bown, president of the Bytown Railway Society, which runs the trips.

"That made the (profit) margin very tight," he said. "We kept coming close but not quite getting there."

Bown said the group will probably end the two-hour trips next year and concentrate on day-long trips to Brockville, Pembroke and Hawkesbury.

"We'll decide at a meeting next month." On nine alternate Sundays, No. 1201 hauled seven vintage passenger cars from the Museum of Science and Technology on a route that skirted Carleton University, passed under a tunnel at Dow's Lake and crossed the bridge near the Ottawa River Parkway.

The trips took a lot out of the volunteers, Bown said.

"It got more like work than a hobby."

The excursions also cut into the maintenance work planned for the train, which is owned by the museum but lovingly restored by the society.

"We would like to do an engine overhaul, and replace the windows in one car," said Bown. "But there was no time."

The volunteer non-profit society which receives no government handouts has been operating the city trips since 1988.

The tours, which cost \$16 for adults and \$11 for children, may have suffered from the general decline in tourism that hit the capital region this summer.

"We could end up running the two-hour tours on special occasions next year, like the Festival of Spring," said Bown.

20/04/1993 *Ottawa Citizen* *Prescott*

COMMUTER RAIL LINK MENTIONED FOR OTTAWA-HULL REGION: CP Rail System has announced that it is considering whether its Ellwood Subdivision can be used as the basis for a commuter rail link between Hull, Quebec, and Ottawa, Ontario. A key element of this approach is the company's "Prince of Wales Bridge" which carries the Ellwood Sub. across the Ottawa River.

The announcement came after a flurry of public opposition on the Ontario side to Quebec proposals that a new automobile bridge be built across the Ottawa River in order to ease rush hour congestion - primarily from Quebec traffic heading to Ottawa. Regardless of where the bridge was to be located, it would have a major impact on local neighbourhoods and the public outcry was so great that municipal officials in Ontario distanced themselves very quickly from any such project.

So far, CP isn't making any firm commitments as to what action will arise from the study. The announcement was warmly received in Ottawa, however. (Branchline).

09/12/1993 *Ottawa Citizen* *Prescott* *Ottawa*

COMMUTER RAIL PLAN PRESENTED TO OTTAWA-CARLETON REGIONAL COUNCIL: As reported in the December issue of Branchline, CP Rail formally presented its proposal for commuter rail service in the National Capital Region to the Ottawa-Carleton Regional Council on December 8. Raymond O'Meara, CP's director general of commuter rail service, said that a service could be up and running in as little as 18 months, pending its approval by the various levels of government at the municipal and provincial levels. Equipment for a pilot project would cost about \$10 million with O'Meara recommending the purchase of used cars and locomotives for a total of three trainsets. O'Meara also recommended the establishment of five stations on the Ontario side including the Confederation Heights, Hunt Club, Leitrim Road, Carleton University and Lebreton Flats, along with the existing Ottawa Station. Stations in Quebec would be located in Hull, Gatineau and, possibly, the Gatineau Airport.

Although Council was non-committal, Regional Chair Peter Clark said, "I am intrigued by the possibilities and if we can make economic sense out of it, we should do it... It will be a cheaper option than building transitways." (Branchline)

22/12/1993 *Ottawa Citizen* *Prescott* *Osgoode*

Woman injured in car-train crash

A 28 year-old woman was injured Tuesday when her car collided with a CP Rail freight train on Boundary Road south of the village of Osgoode.

Const. Jeff Gulick of the Ontario Provincial Police in Manotick said the woman's car hit the freight train at a level crossing near River Road in South Gower Twp. at about 10 a.m. Gulick said the woman's injuries aren't life threatening.

There are no signals at the crossing. It was snowing lightly when the accident occurred.

CP Rail officials said the train was delayed for several hours until it could be inspected.

23/03/1994 *Le Droit* *Prescott*

TRANSIT OFFICIAL IS SCEPTICAL ABOUT PROPOSED COMMUTER RAIL SERVICE: The Chairperson of the Outaouais transport commission (Societe des transports de l'Outaouais) has injected a strong note of caution into a CP Rail System proposal to establish a commuter rail service in the Ottawa/Hull region. Said Antoine Gregoire, "It's much too soon to be talking about a commuter train. There are too many questions still to be answered before starting to promote it." Gregoire said that the results of a transit options study examining commuter rail, amongst other things, won't be available until some time in the summer. (Branchline)

06/12/1994 *Ottawa Sun* *Prescott*

INITIAL ESTIMATES FOR COST OF COMMUTER RAIL IN NATIONAL CAPITAL: It will cost at least \$90 million to establish an inter-provincial commuter rail system in the National Capital Region. So said a consultant's report on the costs of developing a commuter rail option as opposed to new inter-provincial road links. The system would use existing CP Rail System trackage as well as see the re-construction of a portion of the now-abandoned Waltham Subdivision between Hull and Aylmer, Quebec. Annual operating costs are estimated to be at \$16 million, with the system carrying at least 8,000 passengers per day. The costs are higher than anticipated but still below the cost of new road links according to Transport 2000 president David Glastonbury. "It looks like a solution to the traffic problem that costs a lot less money than more linkages and roads," said Glastonbury. New roads and bridges carry at least a \$350 million price tag, not to mention the associated environmental consequences. (branchline)

02/03/1995 *Ottawa Citizen* *Prescott*

OTTAWA-CARLETON CONTINUES TO ENDORSE COMMUTER RAIL:

The Transportation Committee of the Regional Municipality of Ottawa-Carleton continues to endorse a CP Rail proposal to set up a commuter rail operation in the national capital. The project, linking Gatineau, Quebec, with the Ottawa International Airport, has yet to receive endorsement from either the Ontario or Quebec governments. (Branchline)

31/03/1995 *Le Droit* *Prescott*

COMMUTER RAIL NIXED IN NATIONAL CAPITAL REGION:

The Outaouais Regional Council has nixed a proposal by CP Rail System to operate a commuter rail system in the National Capital Region. Although the idea had been endorsed by Ontario municipalities, it was not as well received in Quebec. Transport critics have decried the decision, blaming it on a short-sighted government obsessed with building a new automobile bridge across the Ottawa River. CP Rail System had proposed a route using the Lachute, Ellwood and Prescott Subdivisions, with the possibility of rebuilding part of the Waltham Subdivision to link in the City of Aylmer, Quebec. (Branchline)

13/09/1995 *Ottawa Citizen* *Prescott* *Kemptville*

Woman survives crash with freight train

A Nepean woman is in critical, but stable condition after crashing into a train at a level crossing Tuesday on Highway 16 near Kemptville. Marguerite Clifford, 58, reached the crossing at the same time as the CP Rail freight train, ramming into the engine, said OPP Const. Gary Howard. Witnesses reported that the crossing bells and lights were working, he said. None of the train crew members was injured.

Lucky driver survives crash with freight train

Bruce Griffin was the first rescue worker at the scene of a car-train crash Saturday. He wasn't optimistic.

Stephanie Villeneuve was lying in a trackside ditch, pinned under the hood of her overturned black Trans Am.

Griffin, assistant captain with the Osgoode Township Fire Department, knelt and strained to reach the 31-year-old waitress, trying to feel for a pulse. But he couldn't touch Villeneuve; he could barely see her.

Villeneuve, who would later be called "lucky" by a local firefighter, was blanketed by the twisted steel of her 1,100-kilogram sports car.

"When we first got there, I would have said she wouldn't be pulled out alive," Griffin said Saturday morning, standing at the scene on Boundary Road between Osgoode and South Gower, about 40 kilometres south of Ottawa.

The Kemptville woman received injuries to her head and ribs. She was airlifted to Ottawa General Hospital, where she was listed in stable condition Saturday night.

Villeneuve, who was en route to her job as head waitress at a Byward Market restaurant, slammed into a CP Rail freight train heading to Ottawa at 9:48 a.m.

The collision is the second serious one in less than two years at the rail crossing and raised questions among some residents about the safety of the intersection, just off Regional Road 19.

But others said the intersection was well-enough marked, and drivers should be blamed for any accidents.

There are no flashing lights, bells, or barrier arms where the tracks cross the gravel road. But after the last accident, the township erected three signs on the road leading to the tracks.

"Restricted Visibility," says one sign. "Be Prepared to Stop," reads the next, then "Stop Before Crossing."

15/09/1997 *Ottawa Citizen*

Prescott

A little bit of Ottawa's history will be uprooted spike by spike within the next three years, but few tears are being shed.

Thirty-two kilometres of track between Kemptville and Ottawa, part of the first rail line into Bytown, built in 1854, are due to close by 2000, Michel Spénard, a spokesman for the St. Lawrence and Hudson Railway, the eastern division of CP Rail, said this week.

The link, which remains in operation today, is a throwback to another era, when Bytown was a boisterous lumber town.

The line was known as the Bytown and Prescott Railway at first, but changed to the Ottawa and Prescott Railway in 1855 when what would become the capital of Canada changed its name to Ottawa.

In 1867 its name changed to the St. Lawrence and Ottawa Railway and in 1882 it became a Canadian Pacific Railway branch line.

"I hate to see the lines being torn up, but the traffic will still be there, which is a good thing; it's just going to go a different route," said Earl Roberts, editor of Branchlines, the newsletter of the Bytown Railway Society. He thought the freight carried on the line, much of it newsprint, would get to its American markets by way of re-opened lines on the Quebec side of the Ottawa River.

Dave Knowles, the railway society's librarian, said, "You're sorry to see that heritage go, but let's face it, an hour in a car gets you to Prescott today. The railways have become long-distance carriers and that's what they do best."

Mr. Knowles said the railway's main purpose at the start was to move Ottawa Valley lumber to the U.S.

For a long time it was also the route for federal politicians coming to the capital from across the country and at its start it was the only rail route linking Ottawa to Montreal.

"If you wanted to go to Montreal from Ottawa by train, you took the Bytown and Prescott, went south to Prescott, took the ferry across to Ogdensburg, New York, took the Northern Railway of Vermont cross to Rouses Point, New York, and then grabbed the railway to Montreal.

"It's a shame that a line that existed for more than 140 years is being closed, but in the old days Ottawa and Prescott were more closely linked. The railways were the first reliable, all-weather transportation in this country," Mr. Knowles said.

The first train from Prescott arrived in Ottawa in December 1854, some three years after a group of Prescott merchants conceived of the idea of the railway.

Eventually the company was financed mostly by Prescott and Ottawa merchants, including Thomas McKay, the lumber magnate whose home later became Rideau Hall, now the official residence of the Governor General.

Mr. McKay wanted, and got, the first railway terminal located near his lumber mills at Rideau Falls, a location now in the area of the Japanese Embassy on Sussex Drive.

Its owners frequently faced financial difficulties in the company's early days and at one point a near-riot occurred when a power struggle among shareholders led to doors being broken down and the police called in. Ottawa police chief Thomas Langrell ended up sitting on the company safe to stop it from being opened by unhappy shareholders.

"Mayor Henry I. Friel was also on the scene and, after the event, swore in special constables and called out the local militia volunteers for a week to keep the peace," railway historian Robert Elliot wrote in his manuscript for a coming book.

Snowstorms were also a frequent problem and in one instance in February 1869, the train that had left

Prescott at 8 a.m. on its regular three hour run to Ottawa became snowbound on the outskirts of the capital at 9 p.m. — 13 hours after it left Prescott — with 45 passengers onboard.

Still stuck at 3 a.m., according to Mr. Elliot, "a passenger from Toronto, named Bain walked the four or five miles into the Russell House hotel to tell of the train's troubles." He arrived at the hotel at 8 a.m. and by 9 a.m. teams of sleighs headed for the train with food and wine.

This century, according to Duncan du Fresne, a locomotive fireman on the line until 1957 and currently president of the Bytown Railway Society, one of the railway's problems was hitting cows that wandered onto the tracks.

"Any time we hit one, it was a prizewinning cow," he recalled wryly. "It was always a prize-winning cow. It was going to, or just had, won something at the Royal Winter Fair or whatever. Our claims agent used to say 'I wish you fellows would run over an ordinary one sometimes because every time you hit one the farmer claims it's a prize-winner and it's worth about 10 times what an ordinary one's worth.' We just never hit ordinary cows."

Today, the line passes through Osgoode and continues past Manotick Station, east of Macdonald-Cartier International Airport, across the Rideau Canal at Carleton University, through the tunnel under Dow's Lake and across Lemieux Island and the Prince of Wales Bridge to Hull.

Mr. Spénard said the proposed closing of the line is part of the railway's recently announced three-year plan to close or transfer a number of lines across the province. The company has until 2000 to make a final decision about each link. Osgoode Township Mayor Lloyd Cranston isn't waiting for the final decision.

He wrote to Canadian Pacific Railway headquarters this week saying the Kemptville-Ottawa link "established a vital transportation/economic link between Ottawa/ Highway 416 and Prescott/ Highway 401." Mr. Cranston said that if the link is removed, rail traffic from Ottawa to the U.S. will have to be rerouted a much longer distance through Quebec. He said transportation costs would rise and this area's rail connections to the U.S. would be in jeopardy if Quebec separates. He was also afraid that if the line was closed, the land would be sold off and the region would lose an avenue to expand the Transitway or introduce commuter rail to Osgoode and other communities south of Ottawa.

On the other hand, Osgoode residents who blasted the railway last year because of the noise from its train whistles are less likely to feel any regret about the line's closing.

Unused railway bridge needs \$40M in repairs for O-Train use: report

For some, the Prince of Wales rail bridge represents a good transit connection between Ottawa and Gatineau, but it needs lots of repairs that could cost up to \$40 million, says a City of Ottawa report on the structure.

In a memo to city councillors, the city's infrastructure director, Wayne Newell, says preliminary visual inspections have determined that getting the bridge into service would be a pretty big undertaking.

He says more detailed inspections are needed before a more precise estimate on the cost of repairs can be made, and that these alone would take about eight months and cost \$1.5 million.

"Transport Canada advised that before being placed into active service, we will need to inspect the structure in detail to ensure its safety for the operations that are being proposed," Newell says in the memo.

"Without a detailed condition assessment it is difficult to estimate the cost or extent of renewal, however based on the information available the cost could vary between \$20M and \$40M."

For years, transit advocates have been pushing the city to look at extending the O-Train across the bridge, which the city has owned since 2005, as a way of alleviating pressure on road bridges, which handle buses from both cities.

The one-kilometre bridge starts near the current O-Train terminus and crosses the Ottawa River in two spans to the western edge of downtown Hull section of Gatineau.

In March, elected officials on the City of Ottawa's transit committee directed Newell's department to look into the costs of repairing the bridge, which is currently not in use.

His report is expected to be back before the committee this fall when a decision on whether or not to continue looking at using the bridge is to be made.

The City of Ottawa must restore the Prince of Wales Bridge and the railway that approaches it in the next 12 months or formally discontinue the operations, a regulator has ruled.

Knowing it's virtually impossible to find resources to do such work in short order, the city is considering seeking a court review of the decision released by the Canadian Transportation Agency (CTA) on Friday.

The agency told the city to either restore the bridge and railway or start the process to officially discontinue operating the federally regulated railway line in that area. The CTA is giving the city until April 30 to choose an option.

City clerk and solicitor Rick O'Connor told council members late Friday afternoon that the legal department, transportation department and external rail experts will review the decision.

"That review is intended to inform a recommendation as to the next steps to be taken in this matter, which may include a request for judicial review," O'Connor told council.

This all started with a complaint to the CTA by the Moose Consortium in 2016 alleging that the city didn't follow the proper process to remove tracks between Bayview station and the Prince of Wales Bridge.

The city has an ongoing construction zone at Bayview station to build the Confederation Line LRT, requiring the removal of existing tracks.

Other rail companies could get access to a discontinued rail line if the owner has stopped operating the tracks.

Moose (Mobility Ottawa- Outaouais: Systems and Enterprises) wants to build a regional train service funded by the private sector and it has eyed the Prince of Wales Bridge as the connection point to western Quebec.

The city owns the bridge, which is completely closed to all uses, and hasn't used the railway that runs north of Bayview station. The O-Train Trillium Line stops at Bayview station, which is the northern terminus of the service.

The decision on Friday caps several months of back and forth between the city and the CTA over this complaint. The city told the CTA last September that it would take about two years to realign the tracks and three years to restore the bridge.

The CTA told the city the timelines weren't reasonable. The city then told the CTA that the agency was exceeding its jurisdiction.

The city intends to use the bridge to link its rail service with the Gatineau transit system, but not in the foreseeable future.

Regulator sparks questions about future of Prince of Wales Bridge

Transportation agency orders city to restore rail line leading to blocked-off bridge

A decision by the Canadian Transportation Agency is sparking questions about the future of the abandoned Prince of Wales Bridge, with some in Ottawa hoping to see it back in operation much sooner than expected.

In a ruling issued Friday, the agency gave the City of Ottawa two options.

It can either try to sell a portion of the rail line leading to the Prince of Wales Bridge, which spans the Ottawa River just west of the city's downtown - which could lead to it being permanently closed if there are no buyers.

Or it can instead restore the tracks - including those that run over the bridge - so they can accommodate rail traffic within 12 months

"Faced with the potential to have to demolish the bridge or discontinue that rail line, I think most residents of Ottawa feel that it would be far preferable to put the bridge into service," said Kitchissippi Coun. Jeff Leiper, whose ward's eastern border is the bridge and O-Train tracks.

"It should put a bit of a fire under city council as well as our federal and provincial partners to find a way to fund it."

The agency made its decision in response to a complaint filed in 2016 by Moose Consortium Inc., a group hoping to rehabilitate the bridge as part of its plan to offer regional rail services to outlying communities in Quebec and Ontario.

The consortium filed its complaint after the City of Ottawa ripped up a quarter-kilometre section of rail tracks just south of the bridge in order to build a new entrance to the Bayview LRT station.

In its decision, the CTA said the city didn't follow the rules that govern the discontinuance of rail lines.

As a result, the city now has until the end of April to report back to the CTA about what it plans to do now.

Costly rehabilitation work

"I don't think council is anywhere near being able to make that decision today," Leiper told CBC News.

With the city's own repair estimates out of date, Leiper said it's difficult to say how much it would cost to rehabilitate the bridge, adding it could be anywhere between tens and hundreds of millions of dollars.

Kitchissippi Coun. Jeff Leiper says he hopes the city can find a way to rehabilitate the Prince of Wales Bridge to allow for rail, pedestrian and bicycle traffic.

(Andrew Foote/CBC)

In a memo to councillors, City of Ottawa solicitor Rick O'Connor said the city's legal team is reviewing its options, which could include seeking judicial review.

That's an option Leiper said he would support, as it would buy the city more time to make an informed decision.

Mayor Jim Watson said the city will consult with lawyers and may consider appealing the ruling.

"I don't think it's reasonable for a federal agency to tell us to keep a bridge operational for rail when we don't have the funds to put rail across to Quebec at this point," he said.

Best case scenario

Still, Leiper said most people in Ottawa would welcome a functioning rail bridge linking Ottawa and Gatineau, helping to ease congestion and benefiting the environment.

"Everything points to the importance of keeping the bridge and getting it back in service," he said.

Though Ottawa and Gatineau have long hoped to connect their transit systems by rail, there are still no concrete plans to achieve that goal. (Mathieu Fleury/Twitter)

The City of Ottawa has envisioned converting the abandoned bridge to light rail so it could connect with Gatineau's transit system, but there is no concrete plan or funding in place to achieve that goal.

"What the Canadian Transportation Agency's decision forces us to do is make some plans around that sooner than we might have thought," Leiper said.

Potential for local, regional service

Hull-Aylmer MP Greg Fergus welcomed the CTA's decision, which he said leaves the door open not only to local rail service over the bridge but also the regional service proposed by Moose Consortium Inc.

"The more players that are in there, the better," Fergus said.

"I really do believe rail is the future for being able to move people efficiently, quickly and cheaply, so this is good news all around."

Fergus has also voiced his support for a tramway connecting Aylmer to downtown Gatineau with a potential link over the Prince of Wales Bridge.

Joseph Potvin, director general of Moose Consortium Inc., said he wasn't surprised by the agency's decision and hopes it will accelerate plans to rehabilitate the bridge.

"There's only one way to get between the O-Train line and the Quebec side — which is along the [bridge's] tracks," he said.

Moose Consortium Inc. has submitted plans for a bypass line around Bayview Station, after the City of Ottawa ripped up unused rail tracks as part of LRT construction. (Giacomo Panico/CBC)

Potvin said his team recently submitted proposals to the City of Ottawa and the CTA for the bridge's rehabilitation, including plans for a bypass track around Bayview Station.

The plan also includes seismic upgrades to the bridge as well as cantilevered bike and pedestrian paths.

"There isn't a conflict with the two systems," Potvin said. "It would actually be entirely complementary."

Potvin said the rehabilitation of the bridge would cost \$50 million, which the consortium proposes to finance in full.

His team has pegged the cost of bypassing Bayview Station at an additional \$25 million.

In the meantime, all eyes remain on the City of Ottawa as it weighs its options in response to the agency's ruling.

CITY'S IN A BIT OF A FIX

The federal Liberal cabinet should quash a decision by a regulator compelling the City of Ottawa to fix the Prince of Wales Bridge, Mayor Jim Watson says. The city is taking a double-barrelled approach in its fight against a Canadian Transportation Agency (CTA) order. On top of asking for help from cabinet, the city is also asking the Federal Court of Appeal to consider hearing an appeal.

The CTA order, sent to the city last month, orders the city to restore the rail line north of Bayview station, including the Prince of Wales Bridge, so it would be operable within 12 months of the agency giving running rights to another rail company, or to discontinue the line altogether.

The order follows a 2016 complaint by the Moose Consortium, which raised concerns about the city removing tracks while building the joint Confederation Line/Trillium Line station. Moose (Mobility Ottawa- Outaouais: Systems and Enterprises) wants to run a privately financed regional rail system and has eyed the Prince of Wales Bridge as an interprovincial link.

In a letter sent Tuesday to federal Transportation Minister Marc Garneau, Watson wrote that the CTA made the order without considering ongoing discussions between the cities of Ottawa and Gatineau, including local MPs, about connecting the OC Transpo and STO transit networks using the bridge.

"You can certainly appreciate the city's surprise and disappointment in being asked to make this unfortunate 'either or' determination at this point in time," Watson wrote.

Watson also said he doesn't believe there are viable rail operators that could use the railway.

The Canada Transportation Act allows appeals directly to cabinet.

A spokesperson for Garneau confirmed his office has received Watson's letter and "will follow due process," but wouldn't comment further.

At city hall, Watson said it doesn't make sense for the city to spend millions now to upgrade the bridge when it's not ready to run trains to Gatineau, especially when the city's third phase of LRT is projected to be to Kanata.

As Watson described it, "Phase 3A" would be to Kanata and "Phase 3B" would be to Gatineau.

The city doesn't have money to fix the bridge. It doesn't even have money yet to build LRT to Kanata.

With no work planned, the city contends that the CTA's order simply isn't doable under the funding constraints.

"We don't believe that the decision is fair for the City of Ottawa and for our taxpayers," Watson said.

"We have every intention, as I've said on many occasions, of using that bridge. We want to have the O-Train go over to Taché Boulevard Rapibus station so we have a more seamless transition between people who work in Gatineau and live in Ottawa, and vice-versa."

Watson still thinks a cycling and walking path across the bridge is out of the question.

"I believe that would be a complete waste of tax dollars to do something like that for \$10 million and a few years down the road we have to rip it up and put rail in for the rail system," Watson said, adding the city has an obligation to seal up the bridge and keep people off until it's ready for trains.

Aileen Duncan, a Centretown resident who started a petition in 2016 to keep the bridge open, said people just want to know the city's intentions for the crossing. The city had to block the bridge to pedestrians to protect its liability, but the fences keep getting cut.

Duncan acknowledged the difficulty with the bridge having an active railway designation and she sees positive signs in the cities of Ottawa and Gatineau talking about its future, but she predicted the "landmark" bridge will again become a flashpoint as the warmer months approach.

"It's my impression that the public wants clarity on what the city intends to do with this bridge," Duncan said.

"This bridge isn't going away."

City to appeal agency's order to replace ripped-up rail

Mayor Jim Watson asking transport minister to intercede in squabble with federal agency.

The City of Ottawa is appealing a federal agency's order to restore, sell or scrap a portion of rail line near the Prince of Wales Bridge, and the mayor is asking a federal minister to step in.

As part of light rail construction, the city removed a section of the line north of Bayview Station.

The Canadian Transportation Agency's (CTA) mid-February decision would force the city to either put the line up for sale, which could lead to its permanent closure if no buyers come forth, or restore it to a state where it could be re-opened to rail traffic within 12 months.

Given until the end of April to respond, city officials had said they would likely appeal the decision, which they saw as the agency going too far.

In a memo Tuesday, Mayor Jim Watson said the city has started filing an appeal with the Federal Court of Appeal. If approved, that appeal process could take a year or two.

Watson told reporters later that day he doesn't think the agency's decision is fair.

"We have every intention of using that bridge " we believe it's in [our] best interest that we don't go spend money now when we're not ready for that service to go," he said.

"We want to get service to Kanata as Phase 3A [of the light rail network], as I call it, then Phase 3B would be to Gatineau."

Request to cabinet

Watson also said he's written to federal Transport Minister Marc Garneau to request a review under Section 40 of the Canada Transportation Act, which gives the federal cabinet the power to change or throw out an agency ruling.

"You can certainly appreciate the City's surprise and disappointment in being asked to make this unfortunate 'either or' determination at this point in time,"

Watson wrote in the letter, which was attached to Tuesday's memo.

"Particularly, it appears that the CTA has rendered its decision without taking into account the ongoing discussions between the cities of Gatineau and Ottawa, as well as with local Members of Parliament, with respect to the future potential use of the [bridge] in connecting our two transit systems."

Watson wrote it would take two to three years to get the bridge ready, rather than the 12 months imposed by the agency, and he said he doesn't believe are any viable groups with enough money to run rail over the bridge.

A group called Moose Consortium Inc. has submitted plans for a rail line over the bridge that would go around Bayview Station and service outlying communities such as Smiths Falls, Casselman, Arnprior, Montebello and Wakefield.

That group reported the rail line's removal in 2016 to the CTA, and claims it can pay the \$50 million it estimates it will take to fix the bridge.

Advocates want action on disused rail bridge

A group advocating for the Prince of Wales Bridge is asking federal Transport Minister Marc Garneau to not let the City of Ottawa off the hook so easily when it comes to the interprovincial crossing.

The grassroots Ottawa River Bridge (ORB), which has a core group of about five people organizing the effort, wrote to Garneau on Monday suggesting that the federal cabinet shouldn't rescind an order from the Canadian Transportation Agency (CTA).

The order compels the city to restore the rail line north of Bayview transit station so that it would be operable within 12 months of the agency giving running rights to another rail company. The order also applies to the city-owned bridge spanning the river. The other option offered by the CTA is for the city to discontinue the line, effectively removing the city's control.

The city wants Garneau to step in and is also asking the Federal Court of Appeal to consider hearing a challenge to the CTA's decision.

"The concerns expressed by the City of Ottawa are legitimate. Still, we believe that rescinding this decision would allow for the city's inaction on the bridge and railway to continue," ORB member Elena Prokopenko says in the letter to Garneau.

The ORB would rather Garneau vary the order. The group suggests a one-year extension that would see the city return to the CTA and explain its intended use of the bridge. By April 30, 2019, the city should present a three-year strategic plan to bring the bridge to a state where it can be operational within 12 months, the ORB says.

"In addition, you may wish for the City of Ottawa and Ville de Gatineau to report back to your office in April 2019 to provide an update on their discussions regarding interprovincial transit, an activity that Mayor (Jim) Watson committed to in his 2018 State of the City address," Prokopenko says in her letter to Garneau.

The city doesn't have the money to fix the bridge and return it to an operational rail line. It's part of the city's long-term transit plans " Watson calls it "Phase 3B" of the third stage of LRT, with Phase 3A being LRT to Kanata " but there's no timeline. The mayor is against spending \$10 million to temporarily repurpose the bridge as an interprovincial pedestrian and cycling path.

In his own letter to Garneau earlier this month, Watson complained that the CTA made its decision without considering the discussions between local politicians about connecting the Ottawa and Gatineau transit systems using the bridge.

The CTA started the investigation after receiving information from the Moose Consortium, which raised concerns about the city removing tracks near Bayview station during the construction of the joint Confederation Line and Trillium Line station. Moose (standing for Mobility OttawaOutaouais: Systems and Enterprises) has ambitions of starting an interprovincial rail network using the Prince of Wales Bridge.

27/04/2018 *CBC News*

Prescott

Prince of Wales Bridge

City gets more time to figure out future of Prince of Wales Bridge

City had been ordered to either sell the bridge's rail line or ready it to reopen

The city will get more time to respond to an order to reopen the Prince of Wales Bridge to rail traffic.

Earlier this year, the Canadian Transportation Agency (CTA) ordered the city to take the steps so the bridge could be put into service within 12 months or to go through the formal process of discontinuing the line, which includes putting the bridge up for sale.

The city had until this coming Monday to respond.

There are no city plans for the bridge in the short term, but in the long term it has talked about using the bridge to set up a rail link to Gatineau.

As part of light rail construction, the city removed a section of the line, running north of Bayview Station toward the bridge, and built part of the Bayview station structure over it.

The rail bridge itself has also been closed off.

Moose Consortium Inc., a group that has had ambitions of offering rail services to outlying communities in Quebec and Ontario filed the initial complaint with the agency.

Deadline now tied to court ruling

After the CTA issued their order, Mayor Jim Watson wrote a letter to Transportation Minister Marc Garneau asking for a review.

The city also filed an appeal of the CTA's order with the Federal Court of Appeal.

So far the court has not yet agreed to hear the city's case, so the CTA has given the city an extension.

In a memo to council, Rick O'Connor, the city's clerk and solicitor said the CTA has agreed to give the city 30 days after the court's decision to respond.

The 30-day deadline will start either after the court declines to hear the case or 30 days after the appeal process is finished if the court does decide to hear it.

28/04/2018 *Ottawa Citizen*

Prescott

Prince of Wales Bridge

Watchdog eases deadline for decision on bridge

The Canadian Transportation Agency (CTA) has granted the City of Ottawa an extension to decide the fortunes of the Prince of Wales Bridge.

On Feb. 16, the CTA ordered the city to make a decision by April 30 about whether it would restore the Ottawa River Line — which includes the Prince of Wales Bridge — to functional status within 12 months.

The city appealed the order to the Federal Court of Appeal.

On Friday, the CTA granted the city an extension because the appeal hasn't yet gone to the court.

In a memo from city clerk and solicitor Rick O'Connor to Mayor Jim Watson, council, and the transit commission on Friday, O'Connor said the CTA has agreed to a 30-day deadline after the court makes its decision, or after the appeal process.

The City of Ottawa bought the bridge from the Canadian Pacific Railway in 2005 for a future rail project.

The city intended to use the bridge as an LRT conduit from a proposed Bayview station to Gatineau's transit system, but has not made concrete plans for any such project.

In September 2017, the city told the CTA that it could take two years to realign the tracks and to become fully functional.

Construction began in 1880 on the original Prince of Wales Bridge, which was named after Albert Edward, Prince of Wales, who eventually became King Edward VII.

In 1926, the Canadian Pacific Railway spent \$750,000 on upgrades to the bridge, which were completed by February 1927.

The Federal Court of Appeal has agreed to hear the city's arguments opposing an order to fix the Prince of Wales Bridge, council learned Thursday. Federal Transportation Minister Marc Garneau has also asked the city to send him information about the case so he can bring the matter to cabinet, city clerk and solicitor Rick O'Connor told council.

Mayor Jim Watson wrote to Garneau in early March asking for his intervention after the Canadian Transportation Agency (CTA) forced the city's decision on the future of the old rail bridge between Ottawa and Gatineau.

The CTA gave the city an ultimatum: Discontinue the rail line, or fix the bridge so that it could be used by another rail operator 12 months after being notified by the agency.

Watson told Garneau the CTA didn't consider the ongoing discussions between the cities of Ottawa and Gatineau about the bridge's future in connecting the municipal transit services. Ottawa's Trillium Line stops at Bayview station, just south of the bridge.

Cabinet could uphold, vary or rescind the CTA decision. Watson wants the decision rescinded.

The City of Ottawa owns the bridge but it's not ready to spend money on the repairs. Watson has also ruled out spending \$10 million to install a cycling and pedestrian path across the bridge deck, characterizing it as a waste of money if the city has ambitions to return the bridge as a crossing for trains. No one is allowed on the bridge. The CTA investigated the bridge, and the rail line between Bayview station and the bridge, after the Moose Consortium complained about the city removing tracks during the construction of Bayview station, which is a joint Confederation Line and Trillium Line station.

The court stayed the CTA's order until there's a decision on the city's appeal. The court has not set a date for a hearing.

Prince of Wales Bridge gate broken over and over and over again

Since it was installed in September 2016, repairs have cost nearly \$15,000, city says.

After the City of Ottawa installed cheaper fencing than it wanted to keep people off the abandoned Prince of Wales Bridge, it's had to be repaired dozens and dozens of times because people keep breaking in.

The chain-link gated fencing was installed in September 2016, along with some no trespassing signs, at a cost of about \$46,000.

There were different chain-link fences and signs in place before then, but they fell into disrepair and were repeatedly vandalized by people looking to cross the bridge on their bikes, eat picnics, watch the sunset, and just hang out.

In response to mounting safety concerns about ongoing illegal use of the bridge, Transport Canada - which still regulates the disused railway crossing — wrote to the cities of Ottawa and Gatineau in December 2015, asking them to "permanently barricade the bridge to stop trespassers."

City planned to install better fence

The City of Ottawa planned to spend about \$250,000 to install more rigid and secure gates, but after public outcry, the city decided to spend just \$46,000 on a different chain-link fence and more trespassing signage.

The new fence was installed in September 2016 and was broken into just hours later.

Since then, it's been repaired well over 50 times at a cost of nearly \$15,000, wrote Troy Charter, the city's director of transit operations, and Laila Gibbons, the city's director of parks, forestry and stormwater services, in an emailed statement.

(Specifically, there have been 46 repairs from April 2017 to present. The city was unable to immediately provide the number of repairs from September 2016 to April 2017, when a formalized work order tracking process was not yet in place.)

The cost includes fixing fences cut along Lemieux Island (which the rail bridge crosses), fixing fences along pathways and the former railway area, repairs to the gates at the north and south end of Lemieux Island, and replacing vandalized signs along the fence and gates.

Fencing was broken through as of this writing, and Charter wrote that a service order is currently open for repairs by Public Works and Environmental Services staff.

After the cheaper fencing option was installed and broken into the same day, Coun. Jeff Leiper warned that if people keep vandalizing it, "the city is almost certain to go ahead and in order to protect itself from liability ... put in place that more expensive solution."

Gibbons wrote in a statement Friday that there are currently "no plans underway to discuss alternative fencing."

Leiper was unavailable for an interview Friday.

The truss bridge was built in 1880 and its rail line operated for decades until it was eventually abandoned. Then the City of Ottawa bought it for about \$400,000 in the mid-2000s.

The bridge has been included in transportation plans as a potential future LRT extension or multi-use path to Gatineau, but has been kept closed in the meantime with chain-link fencing.

Candidates pitch ideas for Prince of Wales Bridge

The provincial Liberals are using the city's Prince of Wales Bridge as an election pawn.

However, they aren't promising money to fix the historic Ottawa River crossing. They're only offering their ears.

Local Liberal candidates said Wednesday that they would work with the City of Ottawa on any proposal or funding request to restore the bridge for LRT.

On the crossing to Lemieux Island with the Prince of Wales Bridge in the distance, Yasir Naqvi, the incumbent MPP for Ottawa Centre, suggested it was too early to talk about how much money the province would kick in.

"We want to start that conversation with the city," Naqvi said. "I think this is an amazing opportunity to start talking about revitalizing this bridge."

There's municipal momentum on both sides of the river. Ottawa and Gatineau have regular meetings about interprovincial transit issues, including the future of the Prince of Wales Bridge.

It's also a good year for politicians to make promises. The Ontario election is June 7, a general election in Quebec is scheduled for Oct. 1 and the municipal election in Ottawa is Oct. 22.

Both Quebec's Liberal Premier Philippe Couillard and Parti Québécois Leader Jean-François Lisée have said in recent weeks they would look favourably on funding requests from Gatineau for light-rail development in the city's west end, near the Prince of Wales Bridge.

Including the feds, there are five governments that could play a funding role in the bridge.

"We are really starting to see the stars aligning and we as a team want to, from Ontario's perspective, work on this, and part of that conversation is first to determine exactly what is going to be the cost, what needs to be done to stabilize the bridge and make it part of the LRT network," Naqvi said.

On the Ontario side of the river, the bridge crosses into the riding of Ottawa Centre.

Of the Liberals at the announcement, Ottawa West-Nepean incumbent MPP Bob Chiarelli probably has the most interesting connection to the bridge. He was Ottawa's mayor when the city finalized the purchase of the bridge in 2005, along with a CP Rail line, which is now the Trillium Line. The vision was to one day use the bridge for a transit link to Gatineau.

"There is still a tremendous opportunity there," Chiarelli said, pointing out bumper-to-bumper traffic on the Sir John A. Macdonald Parkway during the morning commute that could be reduced with a rail link to Gatineau.

Past estimates put the cost of necessary bridge repairs for rail between \$20 million and \$40 million.

The city's transportation master plan doesn't consider using the bridge for rapid transit for at least another 13 years. Mayor Jim Watson in recent months has been lumping the bridge into a Stage 3 LRT expansion, which is primarily a blueprint to extend tracks through Kanata. The bridge would be a separate project, possibly within the same time frame as Kanata LRT.

Still, there are no firm plans for either project since the city has no money for construction. It hasn't even started building the Stage 2 LRT extensions yet, or for that matter, opened the Stage 1 crosstown LRT.

The game-changer could be the LeBreton Flats redevelopment and downtown relocation of the Ottawa Senators. If that happens, there will be an immediate need for a better interprovincial transit link.

The Prince of Wales Bridge is closed, and each summer the city struggles to keep people from trespassing onto it.

Naqvi said the Liberals would also listen to pitches for a repair job that would bring the bridge up to snuff for a pedestrian and cycling path, something that Watson has rejected as being a waste of \$10 million since the bridge will one day be used for rapid transit.

13/07/2018 Ottawa Citizen

Prescott

Prince of Wales Bridge

City asks feds to wait on Prince of Wales Bridge appeal while repair order challenged in court

Jon Willing Updated: July 13, 2018

The City of Ottawa has asked the federal Liberal government to hold off on considering an appeal over the Prince of Wales Bridge, believing it has a good shot at overturning a repair order in court.

The Canadian Transportation Agency last February ordered the city to either discontinue the rail line and bridge or make them ready to use within 12 months of receiving notice.

The city thinks the order is baloney.

In documents filed in the Federal Court of Appeal on June 29, the city says the CTA doesn't have the power to investigate if a rail line has been discontinued, and even if it does, the agency is exceeding its jurisdiction by "imposing non-existent maintenance standards" on the rail line. Only the federal minister of transport has the power to issue maintenance orders, the city says.

There is no hearing date yet at the Federal Court of Appeal.

The CTA decision stems from a complaint by a group called Mobility Ottawa-Outaouais: Systems and Enterprises, or Moose. The group has dreams of creating a regional rail system using the Prince of Wales Bridge as an interprovincial link. After seeing that the city dug up some tracks near Bayview station, Moose claimed the city has discontinued the line.

The city had to remove tracks to build the new Bayview O-Train station. The city says it has plans to realign the track. Nothing compels the city under the Railway Act to operate a rail line, or even maintain it in a state of ready-to-use service, the city says in the court filing. Fixing the line for a third-party group, like Moose, would provide a "financial windfall" to a private venture, leaving property taxpayers picking up the tab, the city says.

"The decision compels the city to make significant capital expenditures for no current and likely no future value to Ottawa taxpayers," the city says in a notice of appeal. "It is disruptive to municipal planning involving both the city and Gatineau and does not take into account the city's existing efforts to develop a well thought-out, open, omprehensive, and collaborative regional transportation mandate."

It would take three years alone to fix the bridge, the city says. Realigning the tracks around Bayview station would take two years.

After receiving the CTA order, the city launched a two-pronged strategy to block the decision. The city convinced the court to hear its appeal and asked federal Transport Minister Marc Garneau to bring the matter to cabinet, with hopes the Liberals would quash the CTA order.

Now, the city is asking Garneau to suspend the request for cabinet intervention to prevent the possibility of conflicting decisions. If the city doesn't win at court, it will ask Garneau to take the matter up with cabinet, according to the city's legal department.

The City of Ottawa owns the historic bridge. It bought the structure and the Trillium Line corridor from CP Rail in 2005 to protect a potential Ottawa-Gatineau rail link in future transit plans.

The bridge is also part of the City of Gatineau's recently announced \$2.1-billion LRT plan.

While the cities collaborate on interprovincial transit, there has been no public discussion about who would pay for the bridge's rehabilitation, expected to be in the tens of millions.

The City of Ottawa has its hands full with its own LRT planning. Ottawa will break ground of the second phase of LRT after opening the first phase, scheduled for November. The conversation will then move to the third phase to Kanata and Barrhaven, and possibly the interprovincial transit connection using the Prince of Wales Bridge.

The city is currently on the hunt for an engineering consultant to recommend ways to make preventative repairs on the bridge. A request for qualifications asks for firms that can provide professional guidance on the bridge's substructure.

According to Alain Gonthier, the city's director of infrastructure services, there isn't a new timeline established to renovate the bridge. "Maintaining this structure aligns with the city's comprehensive asset management program and is being done as part of a regular maintenance program," Gonthier said.

Cabinet overturns order to repair Prince of Wales Bridge

City was due to appeal Canadian Transportation Agency's decision this week

The City of Ottawa will no longer have to repair train tracks leading up to the Prince of Wales Bridge, according to an order from the federal cabinet. (Patrick McCurdy)

The federal cabinet has rescinded a government agency's decision that would have forced the City of Ottawa to repair the Prince of Wales Bridge to make it suitable for rail traffic.

City solicitor Rick O'Connor informed Mayor Jim Watson, transit commissioners and other members of council of the cabinet order in a memo Tuesday afternoon.

According to O'Connor, the order-in-council means the city will no longer have to fight the decision at the Federal Court of Appeal, a hearing that was scheduled to take place later this week.

In February 2018, the Canada Transportation Agency (CTA) ordered the city to repair tracks leading up to the bridge that had been ripped up during LRT construction.

Against national policy

In a statement, a spokesperson for Transport Minister Marc Garneau said the CTA decision "misinterpreted" provisions of the Canada Transportation Act by creating a perception that federally regulated rail lines need to be in "near-operable" conditions at all time.

An order-in-council dated April 5 said the agency's decision went against national policy because it would force a railway company to invest in an "unused and non-profitable railway line," or discontinue it permanently.

The order-in-council said such a decision could discourage railway companies from buying available rail lines for future use.

Cabinet also rejected a petition from Moose Consortium Ltd., which wanted to use the bridge as part of a commuter rail project spanning the Ottawa River.

Joseph Potvin, director-general of Moose Consortium, said the company had wanted cabinet to clear up a portion of the wording of the CTA decision that appeared to require an operator to be actively trying to use the rail line.

"Our request to the minister was to simply remove the ambiguity from the decision and just order them to have the track fixed, to reconnect it," Potvin said. He said he's disappointed with the cabinet decision.

"Cabinet is saying that it is allowing for the illegal dismantlement of a federal railway three years after the fact," he said.

The consortium filed the initial complaint with the CTA in 2016 after part of the track was dismantled to build an entrance to the Bayview LRT station.

The CTA decision said the city didn't follow the proper procedure for the discontinuance of a rail line, which would include putting it up for sale and negotiating in good faith with potential buyers.

Garneau's office said the decision would be subject to judicial review and the decision does not affect whether the bridge could someday be used for LRT between Ottawa and Gatineau.

Mayors Rule Out Prince of Wales Bridge for Transit Link

Ottawa Ontario - The Prince of Wales Bridge will never carry trains again, the mayors of Ottawa and Gatineau declared Tuesday, asking the next federal government to help them turn it into a cycling connection instead.

Mayor Jim Watson said Tuesday afternoon the bridge is not the right choice for a light rail transit connection.

"It would congest too much Bayview station and secondly Gatineau has been pursuing their LRT project and they too have ruled it out as a bridge that would be used for transit," he said.

Gatineau Mayor Maxime Pedneaud-Jobin agreed.

"The studies that have been conducted in the last few months are very clear, the Prince of Wales Bridge could not be used for the connection between Ottawa and Gatineau," he said, adding they believe the Portage Bridge is the best place to connect the two communities.

The City of Ottawa owns the Ottawa River span near Bayview station and purchased it for \$400,000 in the mid 2000's with the goal of turning it into a railway bridge.

Watson said city staff recognize the earlier investment, but it still doesn't make sense as a transit connection.

Both mayors are hoping the federal government will step in and help fund an estimated \$10 million in work to turn the bridge into a pedestrian and cycling crossing.

The bridge is currently a frequent target of trespassers and the city has spent funds to fence the entrance.

Liberal candidates in the region pledged earlier in the campaign to push for the funding.