

# Local Railway Items from Area Papers - Vankleek Subdivision

*11/03/1889 Ottawa Journal Vankleek*

C.A.R extension

The Canada Atlantic Railway has decided to extend their line from Glen Robertson station in a north easterly direction to Hawkesbury on the Ottawa River. Work, so a director says, will be begun in the spring. The branch line traverses a rich section of Glengary and Prescott counties in all a distance of twenty miles for which a charter was granted last session.

It is pretty well known that the project was undertaken as a result of the agitation in favour of the road from Vaudreuil to Ottawa. The promoters of the latter enterprise although encouraged by the various municipalities along the route, received assurances from lumbermen interested in the Canada Atlantic that they could not hope for a share of the Ottawa lumber traffic.

The Canada Atlantic also has under consideration a scheme to build a branch line from Rockland on the Ottawa River to their main line above Casselman.

*12/03/1889 Ottawa Free Press Vankleek*

The Canada Atlantic Railway contemplate the construction of a branch line of railway from Glen Robertson to Hawkesbury, a distance of nearly twenty miles. They may also construct a line from Rockland to Casselman, during the summer, to catch the lumber trade from that point.

*13/03/1889 Ottawa Citizen Vankleek*

The Canada Atlantic Railway company talk of constructing a line from Glen Roberts to Hawkesbury, a distance of 20 miles.

*29/08/1889 Ottawa Journal Vankleek*

Montreal Aug 28. A large delegation of the inhabitants from Vankleek Hill and St. Eugene appeared at the offices of the Vaudreuil and Prescott Railway Company in this city yesterday, for the purpose of influencing the location of the company's line of railway from Rigaud to Caledonia Springs by St. Eugene and Vankleek Hill. Gives details of those who attended.

Among other things offered was a cash bonus of \$14,000 and the right of way across 79 farms. Messrs. J.B. Montgenais the president, and G.W. Fortier, the general manager, met the deputation and promised that a meeting of the board of directors would be called in a few days to settle the location of the section between Rigaud and Caledonia Springs.

*30/08/1889 Ottawa Journal Vankleek*

Vankleek Hill Aug 30. In conversation with some of the most prominent businessmen of Vankleek Hill, it is said should the directors of the Vaudreuil and Ottawa Railway decide to alter the present location to the circuitous location along the river, they will give the ten thousand dollars already voted by the Township of West Hawkesbury to the Vaudreuil and Prescott County Railway to the Central Counties of Prescott Railway, and that company can then avail themselves of the ten thousand dollars already voted by the corporation of Hawkesbury, and thereby secure the construction of the said branch, making a very important feeder to the Canada Atlantic Railway,

*06/01/1890 Ottawa Journal Vankleek*

Mr. A. Charlebois of the Vaudreuil and Prescott railway is in the city en passant. He reports that work is progressing favourably on the line and nearly 16½ miles is completed.

*18/10/1890 Ottawa Journal Vankleek Vankleek Hill*

Enthusiastic meeting - Central Counties Railway - connection to C.A.R. --

*31/03/1891 Ottawa Journal Vankleek Glen Robertson*

Central Counties Railway

First sod turned today at Glen Robertson

Alexandria, March 31. Ground was broken at Glen Robertson on the Canada Atlantic to-day for the Central Counties Railway, which will run from there across country by Vankleek Hill and Caledonia Springs to the Vaudreuil and Ottawa Railway. Work will be pushed rapidly.

*01/04/1891 Ottawa Citizen Vankleek Glen Robertson*

The Central Counties Railway Company broke ground yesterday morning at Glen Robertson and work will be pushed as fast as the season will permit to Vankleek Hill. The survey extends to Caledonia Springs and the work is of interest to Ottawa.

*14/04/1891 Ottawa Journal Vankleek*

Meeting of provisional board of the Central Counties railway took place yesterday at the office of Mr. C.R. Cunningham, the president. The survey is completed, the first sod turned and matters now appear like the commencement of construction.

Election of officers, benefits to Ottawa.

Will connect with the C.A.R.. This 20 miles is the first branch of the railway. Three others are to be built as soon as possible, beginning next year. The second will run between Cornwall and Moose Creek: the third between Rockland and South Indian or Casselman and the fourth between Vankleek Hill and Caledonia Springs. The latter will likely be the next built. All these branches will connect with the C.A.R. and run to Ottawa. The total length of them will be 67 miles.

*01/05/1891 Canada Lumberman Vankleek Vankleek Hill*

Vankleek Hill, a thriving village in the county of Prescott, is in high glee over the news that the Central counties railway company expect to have the line from Glen Robertson to the village completed by November next. The population is now about 2,000, and which it is anticipated will increase rapidly. Lumbering is carried on extensively in this region, and it is expected that the new railway line which is to connect at Coteau with the American system will enable the large dealers and holders of lumber to ship at any season of the year to Boston, New York and other cities in the United States. The railway company have a bonus of \$15,000 from the municipality of West Hawkesbuty, and a number of small binuses from famres along the line. The LUMBERMAN trusts that all the good things that our friends along the Ottawa anticipate from the increased railway facilities will be realized. Just see to it that you have got the railway solid - if such a thing is possible - on all its promises, so that some day when you most need its services, it will not kick back on you. Railway corporations, and heavily bonused ones too, have done that kind of thing before.

*27/07/1891 Ottawa Journal Vankleek*

The engineer of the Central Counties Railway, Mr. Frank Hibbard, was in town today, and stated he would want some five hundred men for construction purposes in a few days.

**26/08/1891    Ottawa Journal                    Vankleek**

The contractors for the Central Counties Railway, M.J. O'Brien & Co. have been making their mark. Grading was started at Glen Robertson July 16th, and about 12 miles were ready for rail by August 15.

The first rails were laid August 11, for the purpose of receiving on the ground some 1,600 tons ready for track laying. These now having been received, the work of laying the track was started on the 24th inst. and by September 15 it is intended to cover the 14 miles to Vankleek Hill.

**28/09/1891    Ottawa Journal                    Vankleek**

The Central Counties Railway will be completed to here on Saturday night. There will be a great excursion from here to Ottawa on 29 inst. It will only cost one dollar to go and return.

**08/10/1891    Ottawa Journal                    Vankleek**

A very large number from here took advantage of the cheap excursion rates on the Central Counties and Canada Atlantic Railways to attend the Ottawa Exhibition.

The Central Counties Railway will be completed to Hawkesbury about the 25th of this month.

**26/10/1891    Ottawa Journal                    Vankleek**

The contractor is busy building the station for the Central Counties Railway.

**29/10/1891    Ottawa Journal                    Vankleek**

Passenger trains soon.

Completion of the C.A.R. branch from Vankleek Hill

On Monday of this work (sic should be week?) the rails of the Central Counties Railway were laid into Hawkesbury village completing 21 miles from Glen Robertson Junction with the Canada Atlantic. The contractors, Messrs. W.J. O'Brien (should be M.J.?) have executed the work with unusual dispatch. Grading commenced July 16th and the last rail was laid three months and ten days from that date. Ballasting is about finished to Vankleek Hill, 14 miles and trains for passengers will be put on that portion on or before Nov. 15.

**20/11/1891    Renfrew Mercury                  Vankleek**

The first train over the new branch of the Canada Atlantic railway from Glen Robertson to Hawkesbury, on the Ottawa river, passed last week. The line, however, is not yet graded.

**02/12/1891    Ottawa Citizen                    Vankleek**

In a very few days the Canada Atlantic Railway's two latest enterprises will be in full swing. Ballasting of the 21 mile branch from Glen Robertson to Hawkesbury was completed yesterday and the road is now ready to be formally transferred by the contractors to the company. It is a substantial piece of work and will give railway facilities to a fine section of farming country, besides connecting a couple of villages with the main line of the Canada Atlantic Railway. The road will likely be opened this week.

Road expects to open from Valleyfield to Malone - more.

**02/01/1892    Ottawa Free Press                  Vankleek**

The lines from Glen Robertson to Hawkesbury having been completed, the Canada Atlantic railway will commence running trains Monday morning next to Dalkeith, Vankleek Hill and Hawkesbury.

**05/01/1892    Ottawa Citizen                    Vankleek**

The opening of the twenty-one mile branch of the Canada Atlantic Railway from Glen Robertson to Hawkesbury will afford railway facilities to one of the most thriving agricultural districts in Eastern Ontario. Heretofore the people of that section have had passenger and freight communications with commercial centres by way of the Ottawa river or the Canadian Pacific Railway to reach which the Ottawa had to be crossed either on the ice or by ferries. The construction of the new line will, however, create a new order of things, and the produce of the district can now be shipped directly and cheaply to Ottawa, Montreal, the leading markets of Canada and the United States generally. Besides an outlet will thus be afforded for the large output of the Hawkesbury mills, whose lumber can be shipped over the Canada Atlantic and its connections to Montreal, Albany, Oswego, New York, Boston and other important distributing points to which large quantities of Ottawa Valley cut now find their way.

The stations on the new line are Glen Robertson, Dalkeith, Vankleek Hill and Hawkesbury. These stations will have the same excellent passenger service as is now afforded Ottawa and all the main stations on the Canada Atlantic, and two trains daily each way for Montreal, New York, Boston and connections. The boon conferred upon the people of that thriving district is one which will doubtless resound to the credit of the Canada Atlantic whose enterprise in opening up such an important section as that through which the Hawkesbury branch runs, deserves the commendation of everyone interested in the progress and prosperity of the province.

**15/01/1892    Renfrew Mercury                  Vankleek**

The Central Counties Railway, the new road from Glen Robertson, on the Canada Atlantic railway to Hawkesbury, on the Ottawa River, was opened for traffic on Monday of last week. The new line is 21 miles long, and will furnish much needed accommodation for the thickly settled portion of the county of Prescott, which has heretofore, been without a railway. The stations are Glen Robertson, Dalkeith, Vankleek Hill and Hawkesbury. The road will be operated by the Canada Atlantic Railway.

**18/02/1892    Ottawa Journal                    Vankleek**

The lease of the Hawkesbury branch of the Central Counties railway to the Canada Atlantic railway was confirmed at a meeting of the shareholders of the Central Counties railroad yesterday.

So readily do people accommodate themselves to the evolutions of this age of progress that the good people who till the fertile acres between Glen Robertson and Hawkesbury are already beginning to wonder how they got along without railway to the outer world. A trip over the 21 miles between these terminal points of the Canada Atlantic's first offshoot takes the traveller through one of the finest agricultural stretches in Eastern Ontario. And a pleasant journey it is, over a road bed as smooth and substantial as the far famed trunk line of the C.A.R. itself, and past pretty stations, models of neatness and durability. Already pretentious rows of freight sheds, and at Vankleek Hill a large grain elevator, erected as a private enterprise during the winter, show the extent to which the railway is looked upon as an indispensable accessory to commerce. Already a considerable quantity of grain has been shipped from this point, and much more remains to be moved during the course of the summer, the shippers being thus enabled to take advantage of favoring fluctuating of the market. But, with all the agricultural capabilities of the district through which it runs, the new branch is not dependent for business upon the carriage of farm products. The bulk of its traffic is the transportation of through freight in the shape of timber from the Hawkesbury mills. The town situated on the south shore of the Ottawa has benefited not only commercially but in appearance, from the building of the railway; for a great deal of expensive and substantial work has been done at this point. The station grounds, which a little less than a year ago, was little better than a swamp, has been converted at no inconsiderable outlay for grading and filling into as pretty a piece of railway property as one would wish to see. The yards are commodious and convenient affording exceptionally good facilities for the handling and shipment of freight. The heavy trestlework across the hollow has been completed and a track now runs right into the Lumber Company's yards. From Station Agent Tomkins, who appears well posted and deeply interested in the work of the railway, I learned that these mills give employment to 500 men besides many teams. Their cut last week averaged 3700 logs per day; and this output the concern expect to increase as the season advances. The mills run day and night, both the building and the piling grounds being lighted by electricity. All the lumber produced by these extensive works, in addition to the mills along the route, is shipped over the Canada Atlantic, the volume of which traffic can be estimated by the fact that as a mere commencement, the railway company has carried over its line something above two million feet of lumber in the past two days. Hawkesbury boasts two other steam saw mills, a woolen factory and a furniture factory and at present a company formed for the manufacture of agriculture implements is looking at a suitable site whereon to begin operations here. What the freight operations have done to advance the industrial welfare of the district, a first rate train service has accomplished in the matter of passenger traffic. For years the people of this section were dependent upon the meagre facilities afforded by crossing the Ottawa frequently a hazardous and rarely a pleasant task, and travelling east or west by the railway on the Quebec side. These drawbacks, added to the cost of stage and ferries, limited travel to the demands of positive necessity. All this has been changed by the construction of the Hawkesbury branch of the Canada Atlantic which has not only given direct communication, but has stimulated the C.P.R. to compete for passenger traffic of this once neglected section, by offering free stage and ferry from Vankleek Hill and Hawkesbury to parties desiring to connect with that line. IN this latter enterprise the C.P.R. is handicapped, however, by the additional nine mile of stage travel for the Hill and the ferry over the Ottawa. Nevertheless, the establishment of this alternative route is no mean tribute to the importance of this thriving district. Seeding along the railway line from Glen Robertson to Hawkesbury has been finished some time, and in many places the grain shows a vigorous growth of one to two inches above the soil, giving every promise of another prosperous season for the farmers.

It was learnt yesterday from a reliable source that the Central Counties Railway had moved 21,000,000 feet of lumber from Hawkesbury to Glen Robertson on the C.A.R. during the past six or eight months. The lumber comprised almost half of last years cut of the Hawkesbury Lumber Co. The remainder of the cut, of course, was shipped out by boat. Large quantities of every kind of freight are being moved to the Central Counties Ry. and the management are gratified at the results achieved since the opening of the road.

The Central Counties Railway has moved 21,000,000 feet of lumber from Hawkesbury to Glen Robertson, to go forward to the American market by Canada Atlantic railway during the past seven or eight months. The lumber comprized about half of last year's cut of the Hawkesbury Lumber Company. The remainder of the cut was shipped by boat.

The C.C.R.R. Petitions to the Ontario Legislature for a cash subsidy to the Canada Central R.R. are being numerously signed in this part of the country, It seems that this company is justly entitled to consideration in this respect. It has done more than make promises, by a branch service in connection with the C.A.R. and a fairly good service too. Financially the C.C.R., has had but little from any quarter, and is even now unable to wipe out its floating debt. We are not particularly anxious to see contractors blossom into millionaires but contractors, like other folk, should be paid when their work is done,

The station is getting to be quite a lovers walk in the evening. The boys and their sweethearts take a quiet stroll down and back the past few nights particularly to enjoy the bright moonlight;

Morris Shaver, engineer, is suing the Central Counties Railway Company for \$709 wages.

The excursion train which left here on Thursday morning is said to have carried the largest number of passengers ever taken into Ottawa in one train, it was composed of seventeen cars and carried over seventeen-hundred excursionists.

On Sunday night last a car at the Canada Atlantic depot was broken open by thieves and three pairs of boots and one pair of slippers stolen from the boxes of merchandise. Certain parties living in the village are suspected and should anything more of the kind be attempted they may find themselves in the warm embrace of the law.

It is reported that the Canada Atlantic will put on an early morning train which will leave Hawkesbury at six o'clock, and Vankleek Hill at 6.15 making connection at Coteau with the "Moccasin" arriving in Montreal about nine o'clock. This would be a great convenience, a person could then transact business in Montreal and return the same day.

The Canada Atlantic Ry. Carried 457 excursionists from Vankleek Hill to the Central Canada fair at Ottawa last week. In addition to this number, many went up by boat. This shows that the people of Vankleek Hill appreciate the big Ottawa Fair.

The new C.A.R. freight shed was completed and put into use on Friday last. Freight is now delivered to and from the new shed.

**15/07/1898 Eastern Ontario Review Vankleek**

A herd of cattle were seen on the C.A.R. track between the Hill and Dalkeith on Tuesday night last. They were grazing quietly when noticed. The owners hardly succeeded in getting them off before the evening train came along. An accident most certainly would have occurred if the animals had not been noticed just when they were.

**02/09/1898 Eastern Ontario Review Vankleek**

On Saturday last a special train ran from Glen Robertson to the Hill to convey a camping party safely home from a pleasant outing at Parry Sound. The party consisted of Mr. M. McCuaig and wife, Capt. Ogden and wife, John Sylvester, W.R. McKenzie and A.N. Cheney wife and daughter. The party were delighted with the week spent in and around Parry Sound. They cannot say too much in favor of the C.A.R. and the accommodation furnished by the company. Of the beauties of the northern country, the boating, fishing, etc., their praise is very great. The same party are fully decided to return to the same place next year and are certain a much larger number will go from the Hill.

**23/09/1898 Eastern Ontario Review Vankleek Vankleek Hill**

Seven full car loads of freight came into town in five days last week over the C.A.R.

**11/11/1898 Eastern Ontario Review Vankleek**

The C.A.R. have had very heavy freight the past week. There are large shipments of lumber from Hawkesbury.

**18/11/1898 Eastern Ontario Review Vankleek Vankleek Hill**

Material has been received at the C.A.R. depot to make extensive repairs to the station and surroundings.

**26/11/1898 Ottawa Free Press Vankleek Hawkesbury**

The Canada Atlantic round house at Hawkesbury was burned to the ground Wednesday night. The cause of the fire is unknown. The total loss to the company is about \$10,000, of which \$9,000 represents the value of one of the company's engines which was completely destroyed.

**28/11/1898 Eastern Ontario Review Vankleek Hawkesbury**

Fire broke out in the C.A.R. round house on Wednesday (26/11) night about nine o'clock, completely destroying the building and rendering useless the engine and tender which had just been housed a short time before. It appears that the watchman, who had been working in the round house, had occasion to go over to some cars a short distance away. He had only been gone a few minutes when he noticed flames shoot up from the middle of the round house just about where the cab of the engine would be. He made a dash for the round house, jumped into the cab of the engine intending to run the engine and tender out and save them, when part of the burning ceiling fell on him and he had to jump to save himself. Fortunately he escaped uninjured. Owing, it is supposed, to the presence of oil about the building, in an incredible short time it was completely enveloped in flames. The passenger cars standing close by the side of the round house were in danger of being fired, but were pushed out of harm's way. The fire engine was brought out but from the first it was evident nothing could be done to save either the building or engine, besides it was found there was danger of explosion of the boiler or of some casks of oil which were in the building. A little over half an hour after fire started the wall towards the east end fell in, followed by the end of the building about ten minutes later, and about 9.45 the whole building was level to the ground leaving the engine and tender exposed. After the building fell the fire engine was brought into use to put out what remained of the fire. The loss will be in the neighborhood of \$10,000.

**02/12/1898 Renfrew Mercury Vankleek Hawkesbury**

The Canada Atlantic roundhouse at Hawkesbury was burned to the ground Wednesday night. The cause of the fire is unknown. The total loss to the company is about \$10,000, of which \$9,000 represents the value of one of the company's engines, which was completely destroyed.

**02/12/1898 Eastern Ontario Review Vankleek Vankleek Hill**

It is stated around town that the C.A.R. will put a free bus in service in town. The move has been under consideration by the company for some time.

**09/12/1898 Eastern Ontario Review Vankleek Hawkesbury**

The engine and tender damaged by the fire which destroyed the round house two weeks ago, has been taken to Ottawa to be repaired. It is expected that it will be on the old route again soon.

**03/02/1899 Eastern Ontario Review Vankleek Vankleek Hill**

There were 20 car loads of freight shipped from the C.A.R. here last week. They consisted of grain and produce of all kinds.

**24/02/1899 Eastern Ontario Review Vankleek Vankleek Hill**

Mr. A. Lajeunesse, has started a freight delivery wagon to and from the C.A.R.

**18/08/1899 Eastern Ontario Review Vankleek Vankleek Hill**

Agent Tomkins of the C.A.R. has been hiring men and sending them to Parry Sound this week to assist in handling grain.

**15/09/1899 Eastern Ontario Review Vankleek**

The C.A.R. are putting in a new siding at the pulp mills.

**10/11/1899 Eastern Ontario Review Vankleek**

The trial of two little boys summoned by the C.A.R. detective for throwing stones at passing trains, was laid on Friday last before the local magistrates. Owing to the extreme youth of the boys they were allowed to go under suspended sentence on their fathers paying a fine of \$2 each and the costs of the case. Mr. Donaldson of the C.A.R. appeared on behalf of the company, but owing to the boys being so young did not press the case.

**17/11/1899 Eastern Ontario Review Vankleek Dalkeith**

A car loaded with cheese ran off the switch here one evening this week. At traintime a crowd, large enough to eat the contents gathered to run it on again. The engine, did not, however, require their assistance.

**24/11/1899 Eastern Ontario Review Vankleek Vankleek Hill**

The C.A.R. depot presents a busy sight now nearly every day. Messrs. Revary and Vrevier are shipping large numbers of cattle and Mr. John Node is having large quantities of hay shipped.

**24/11/1899 Eastern Ontario Review Vankleek Hawkesbury**

The stage line between here (Hawkesbury) and Vankleek Hill will be established at once. The stage will meet all C.P.R. fast trains and will carry passengers, express and baggage. Mr. D. Themens will operate it.

**01/12/1899 Eastern Ontario Review Vankleek Vankleek Hill**

The C.A.R. intends to put in more sidings here for the accommodation of the many shippers

**19/01/1900 Eastern Ontario Review Vankleek Vankleek Hill**

Very large shipments of hay, grain and livestock were made from both stations here last week. Two carloads of grain were delivered by farmers at the C.A.R. one day.

**02/02/1900 Eastern Ontario Review Vankleek Vankleek Hill**

Large quantities of St. Lawrence river ice are being shipped into town by the C.A.R. and will be sold here.

**16/02/1900 Eastern Ontario Review Vankleek Vankleek Hill**

A new sign board and lamps to be used by the C.A.R. at this station have been put into position and add considerably to the exterior appearance of the building.

**30/03/1900 Eastern Ontario Review Vankleek Rockland**

C.A.R. Appeal

The Canada Atlantic Railway Company has entered an appeal in the court of appeals from the judgment of Justice Rose at Ottawa a few weeks ago, dismissing their action against the town of Rockland for \$6,000 in bonuses made to the Central Counties railway company. The Canada Atlantic company took over the assets of the other company and in consequence claims the bonuses.

**27/04/1900 Eastern Ontario Review Vankleek Hawkesbury**

Hawkesbury

A meeting took place of the board of education took place last night and decided to put up a fence between the play grounds and the C.A.R. station.

**18/05/1900 Eastern Ontario Review Vankleek Dalkeith**

Dalkeith

The C.A.R. have had a new coal shed erected at the station here. This will add considerably to the room in the freight shed where the coal was formerly stored.

**15/06/1900 Eastern Ontario Review Vankleek Vankleek Hill**

The engineer for the Canada Atlantic Railway was here this week taking levels and laying out the lines for a switch from the station here to the McCormack gravel pit near the Cooper school. The switch will branch out about McCann's bush and run as direct as possible to the pit. Work will begin on it at once. This is the gravel pit from which Vankleek Hill and West Hawkesbury both obtain their gravel. The municipalities are looking sharply after their own interests in the matter.

**06/07/1900 Eastern Ontario Review Vankleek Vankleek Hill**

Mr. C.Y. Northcott, merchant, shipped this week six car loads of oats via C.A.R. Each car holds from 1000 to 1200 bushels.

**26/10/1900 Eastern Ontario Review Vankleek Hawkesbury**

Hawkesbury

There was a big smash on the C.A.R. here last Friday at noon. A ballast train crashed into an engine and freight train standing on the line. Six of the ballast cars were badly damaged and the engine wrecked. No person was hurt although there were several narrow escapes.

**26/10/1900 Eastern Ontario Review Vankleek Hawkesbury**

Great Northern Railway

The formal opening of the Great Northern Railway took place Wednesday when a through freight ran from Quebec to Hawkesbury, thence over the Canada Atlantic line to Parry Sound on the shore of Georgian Bay.

It is understood that it was a condition of the bonus of \$200,000 granted by the city of Quebec and of the grant of \$45,000 by the town of Joliette that there should be through trains to Parry Sound. These the company has earned as the line is completed and said by competent railroad men to be in excellent condition. The bridge over the Ottawa river at Hawkesbury was finished a few days ago.

An inspection party composed of men interested in the new project, took a trip over the line Wednesday. The party was met at Hawkesbury by a number of New York capitalists for the purpose of inspecting the line from that point to Quebec. The road will be formally handed over to the company by the directors at Quebec tomorrow.

It is expected that the first through train of grain from the west via Parry Sound for Quebec will pass over the Great Northern line within a fortnight.

**09/11/1900 Eastern Ontario Review Vankleek**

There were several grain trains passed through here this week over the C.A.R. to connect with the G.N.R. at Hawkesbury for Quebec.

**16/11/1900 Eastern Ontario Review Vankleek Vankleek Hill**

The roadmaster of the C.A. Railway was here last week. He said that a through passenger service would be established on the G.N.R. from Quebec to Parry Sound/ Conductor Cote, of the Hawkesbury branch, will get a run on the through service.

**08/02/1901 Eastern Ontario Review Vankleek Dalkeith**

Dalkeith

The C.A.R. is disposing of a few cars of ice at the station here. The ice, which is of a fine quality was cut on the St. Lawrence near Valleyfield.

**05/04/1901 Eastern Ontario Review Vankleek Dalkeith**

Dalkeith

A car load of young calves were loaded at the station here this week for Montreal here this week for Montreal market.

**28/06/1901 Eastern Ontario Review Vankleek Dalkeith**

Some six carloads of hay were shipped from here this week by Wm/ S. Jamieson

C.A.R. Leaves the Track

Bad wreck on the Canada Atlantic Railway last Saturday - much damage done but no lives lost.

The Canada Atlantic mail train, due here at noon, was wrecked at Potter's brick yard on Saturday last on its way to Hawkesbury.

The train was taking two new engines down to Hawkesbury for the use of the Great Northern Railway. It is thought the weight of these engines running at a rapid rate of speed spread the rails and derailed the train.

The first part of the train, including one of the engines broke away from the wreck and did not leave the track, One engine, four freight cars, a baggage car and the passenger coach were wrecked. The engine and one freight car were turned entirely upside down and another freight car was thrown at right angles across the track. The road bed and track were completely destroyed for several rods.

There were only four passengers in the coach and they escaped without any injury as the coach did not topple over. A wrecking crew came down from Ottawa in the afternoon and after working all night and all day Sunday in the rain succeeded in clearing the track.

Passenger service was uninterrupted, the passengers being transferred from one train to the other around the wreck.

The loss to the company will be pretty heavy as many of the cars were badly damaged.

14/03/1902 *Eastern Ontario Review* *Vankleek*

The Old, Old Story

Passenger traffic on the line of the C.A. Ry. From Hawkesbury to Glen Robertson is getting completely demoralized. Just think of a passenger train leaving Glen Robertson at 10 a.m., and reaching Hawkesbury at 2 p.m., 4 hours to run a distance of 20 miles, and this a train which is carrying His Majesty's mail and should be run on time. Fancy two or three cars full of passengers being left on the track near Dalkeith, while the engine takes half of the train to the (Vankleek) Hill station and returns for the other half, owing to its inability to draw the whole train. Why does not the company run its passenger and mail train on time and then attend to its freight and shunting, thereby delivering the mail on time and not put its passengers to ridiculous delay. We have heard of several complaints of this kind lately, and it is to be hoped that the company will soon remedy this evil - L'original Advocate.

Also run in the 21 March Edition.

20/06/1902 *Eastern Ontario Review* *Vankleek* *Hawkesbury*

While pulling out from the lumbermills on Saturday afternoon a C.A.R. engine ran off the track as an open switch, and after bumping over the ties for about 20 yards it toppled over. Several cars were also off the track. The wrecking gang from Ottawa arrived about eight o'clock at night, and by noon on Sunday they had the wreck cleared up.

16/01/1903 *Eastern Ontario Review* *Vankleek* *Glendandfield*

The new C.A.R. station at Glensandfield between Glen Robertson and Dalkeith is nearly completed. It will be a flag station.

20/03/1903 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

The Canada Atlantic Railway Company contemplates a number of changes in connection with the service on the branch between Hawkesbury and Glen Robertson. They will put on two passenger trains each way which will make the trip in 35 or 40 minutes and will carry no freight whatsoever. They will also endeavor to arrange for the opening of a ticket and express office at some central point in the town of Vankleek Hill. The company find that their passenger traffic is growing and they purpose entering for this increased traffic

27/03/1903 *Eastern Ontario Review* *Vankleek* *Hawkesbury*

The C.A.R. are making direct connection of their tracks from the Lumber Co's saw dust house to the furnace rooms at the pulp mills and the sawdust from the mills will be delivered direct.

17/04/1903 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

Last Thursday night a gang of Italians arrived here to take the place of the striking trackmen. They were in a car at the C.A.R. station. A score of boys and young men thought it would be good fun to scare the foreigners so they armed themselves with stones and made an attack on the car, yelling all the while. One of the boys procured a gun and discharged it. As the boys anticipated the Italians took to the bush in great alarm. The next day several C.A.R. detectives arrived in town and got the names of some of the boys who were in the affair. On Saturday, Superintendent Donaldson and a solicitor for the Company laid a charge against Victor Blackwell and a young man named McIntosh. Neither of the young fellows have been discovered since. They have evidently found out that their fun was more serious than they counted upon.

McIntosh appeared before Magistrate Thistlethwaite yesterday and pleaded guilty to the charge. He was remanded until Monday next.

21/08/1903 *Eastern Ontario Review* *Vankleek* *Hawkesbury*

Hawkesbury. There was an accident in the C.A.R. yards here on Saturday afternoon last (15/8). Two cars were derailed and damaged. The wrecking gang from Ottawa was sent for and arrived about 8 p.m/ The wreck was cleared by Sunday morning.

26/02/1904 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

vankleek Hill. There were large shipments of horses and cattle from the C.A.R. station here Tuesday last.

18/03/1904 *Eastern Ontario Review* *Vankleek* *Dalkeith*

Dalkeith. John Graham Esq, Road master of the C.A.R., was in town last week looking for a piece of land for to build a three tenement house on for their employees here this spring.

13/05/1904 *Eastern Ontario Review* *Vankleek* *Hawkesbury*

The tracks leading to the pulp mills were badly flooded this week by the high water in the Ottawa.

10/06/1904 *Eastern Ontario Review* *Vankleek* *Hawkesbury*

Owing to a car leaving the track near hawkesbury the C.A.R. trains on Saturday afternoon were delayed several hours, The night train did not reach here (Vankleek Hill) until nearly ten o'clock.

08/07/1904 *Eastern Ontario Review* *Vankleek* *Vankleek Hill*

The Canada Atlantic have now their refrigerator car service in regular operation for the shipment of butter and cheese. A car leaves vankleek Hill every Friday on an extra freight train and is transferred to the main line at Glen Robertson and then straight through to Montreal. Until Sept 13th these cars will be under the direction of the Government and there will be no extra charge for their use.

16/12/1904 *Eastern Ontario Review* *Vankleek*

C.A.R. purchase

While the Canada Atlantic has passed into the hands of the Grand Trunk Railway no immediate change in arrangement of staff is anticipated. Statements have been made that some changes might be anticipated on January first, but according to an official who is in the best position to know little change will be made until after the legislation ratifying the purchase is passed at the impending session.

**13/01/1905 Eastern Ontario Review Vankleek Vankleek Hill**

The C.A.R. is bringing in some very fine ice for sale here this year. Any citizen wanting ice should notify Mr. Goodier at once. The price will be 75c per ton at the station here.

**10/02/1905 Eastern Ontario Review Vankleek Vankleek Hill**

A. Cameron, foreman for Mr. J.T. Schell, Alexandria, is engaged at present loading logs at the C.A.R. station here

**07/04/1905 Eastern Ontario Review Vankleek Vankleek Hill**

A union bus now does the business between the Hotels and the Canada Atlantic station. Mr. Joe Bray is the owner of the bus.

**09/06/1905 Eastern Ontario Review Vankleek Vankleek Hill**

Mr. Ed Flood, proprietor of the Windsor, has put on a fine new bus to the C.A.R. station. He has hitched to it one of the best team of drivers in Eastern Ontario. It makes an attractive turnout and does credit to the "Windsor".

**23/06/1905 Eastern Ontario Review Vankleek Hawkesbury**

Hawkesbury. The officials of the C.A.R and G.T.R. made a trip of inspection over the Hawkesbury branch last Monday (19/6) in a special train. In the party were Messrs. McGuigan, Pullan and manager Hays of the G.T.R.; Mr. Jones of the Central Vermont, and Messrs. Chamberlain and Donaldson of the C.A.R. They went from here to Rockland.

**03/11/1905 Eastern Ontario Review Vankleek**

The Grand Trunk Railway is rushing repairs on its branch from Glen Robertson. The past week there have been three work trains and five engines at work ballasting and making other repairs to the branch.

**31/08/1906 Eastern Ontario Review Vankleek Vankleek Hill**

No More Free Rides

There will be no more free bus rides between the town and the Grand Trunk station.

This week the Grand Central and Windsor Hotel Proprietors agreed to withdraw their bus service and let one union bus do the business.

Mr. Dumas has purchased the bus of the Grand Central and the bus team from the Windsor and will handle the passengers from both hotels.

This will be a great financial saving to each of the hotels as the bus business of each house was a free business and a costly one.

The fare to be charged will be ten cents. Mr. Dumas is entering into a three year contract.

**05/07/1907 Eastern Ontario Review Vankleek Vankleek Hill**

Mr. Matthews, West Hawkesbury, also had two young cattle killed this week on the C.P.R.

A horse was also killed near Byers crossing on the G.T.R. this week

**13/12/1907 Eastern Ontario Review Vankleek Dalkeith**

Fire originating from an unknown cause destroyed the pumphouse engine room and water tank of the Grand Trunk Railway company on Saturday afternoon. The building was a wooden structure and the flames made such rapid progress that nothing could be done to save the property. A quantity of coal and oil was in the engine room and only added to the intensity of the heat. A crowd of employes, mostly section men and residents of the village gathered around, but the flames raged so fiercely that it was impossible to get near the building. It is estimated that the damage will be about \$1,100.

**27/12/1907 Eastern Ontario Review Vankleek**

Breadalbane. What have [sic] been a serious accident took place on the Grand Trunk Ry. on Tuesday, as the 10.45 a.m. train was going up the rails spread and the coaches went for about a hundred feet on the trees, No serious damage resulted however and by 3 p.m. the train was got on the rails and proceeded to Hawkesbury

**21/02/1908 Eastern Ontario Review Vankleek Vankleek Hill**

An engine got off the track in the G.T.R. yard here yesterday and tied up the trains for the day. There were no morning trains at all.

**15/05/1908 Eastern Ontario Review Vankleek Vankleek Hill**

A freight train on the G.T.R. got off the track here on Tuesday evening (12/5) and did not get away untilk Wednesday firenoon.

**26/06/1908 Eastern Ontario Review Vankleek Breadalbane**

Breadalbane. The wreck that occurred on the G.T.R. here on Saturday afternoon was rather more interesting that usual and attracted a large crowd of spectators from the surrounding neighborhood.

**12/03/1909 Eastern Ontario Review Vankleek Hawkesbury**

Through collision of a G. Trunk snow plow and an engine of the C.N.R., Quebec line on the Hawkesbury branch of the G.T.R. about half a mile out of Hawkesbury, Wednesday afternoon, Plow foreman marlow, of Coteau lost his right arm and a boy was less seriously injured. The accident occurred about 2-15 o'clock. The C.N. engine had been placing cars on the G.T. siding and was backing down to the junction switch when it struck the snow plow, wrecking it with the casualties mentioned. The injuries are not fatal. A wrecking gang was hurried to the scene and the wreck cleared in time to allow passage of the evening train from Glen Robertson.

An investigation as to who is to blame will be held.

**17/09/1909 Eastern Ontario Review Vankleek Breadalbane**

A young man by the name of Dufresne was killed on the G.T.R. track in Breadalbane on Wednesday afternoon. He had come into Vankleek Hill on the morning train and was walking back on the track in the afternoon. There is a big curve and a step down grade at the point where he was killed. It was impossible to stop a heavy freight train when the fellow was seen by the engineer. His body was completely severed in two. He was about 34 years of age and unmarried.

**18/03/1910 Eastern Ontario Review Vankleek**

The shareholders of the Central Counties Railway Co. met at the Russell House, Ottawa, on Monday (14/3) to authorize the directors to issue in sterling or currency the first mortgage bonds of to the extent of of \$475,000 and to amend the draft deeds of the mortgage,

**22/04/1910 Eastern Ontario Review Vankleek Hawkesbury**

Hawkesbury April 15. The Grand Trunk station here was partially destroyed by fire last night about eleven o'clock. The fire originated in the freight shed adjoining the station. The books and records of the office saved being slightly damaged by the water. The promptness of the fire brigade in responding to the alarm saved the building from total destruction

**29/07/1910 Eastern Ontario Review Vankleek**

Freight trains began running on the Hawkesbury branch of the Grand Trunk on Tuesday last. Regular trains are now being operated bi=oth on the branch and main lines.

Note:- after a strike.

**23/06/1911 Eastern Ontario Review Vankleek Dalkeith**

Cattle Killed Near Dalkeith

Several head of young cattle went on the G.T.R. track near dalkeith on Monday of last week.

The southbound train came upon them and the engineer slowed up to give them time to escape but they kept to the track and ran to the bridge over the river near the village. One of them fell over to the rocks below and escaped unhurt. A second one got his leg down between the ties but managed to get out with slight injuries. A third one fell and broke a leg. It was ompossible to do much to assist the poor brutes before they injured themselves.

The animals belonged to Mr. J.L. McLaurin.

**15/09/1911 Eastern Ontario Review Vankleek Dalkeith**

Dalkeith. The G.T.R. intends building a new water tank to replace the one that was burned down about three years ago.

**03/11/1911 Eastern Ontario Review Vankleek Dalkeith**

Dalkeith. Work has been started on the new water tank to be erected by the G.T.R. Co. repairs are also being made on the railroad bridge near here.

**10/11/1911 Eastern Ontario Review Vankleek Dalkeith**

Dalkeith. It has been decided that the new water tank to be built here by the G.T.R. will not be built this fall as had been expected.

**24/11/1911 Eastern Ontario Review Vankleek Dalkeith**

Dalkeith. Another carload of livestock was shipped on Monday by Messrs. Sabourin and Theorest.

**08/12/1911 Eastern Ontario Review Vankleek Dalkeith**

Dalkeith. A remarkably large number of cattle are being shipped from here at present.. Two more car-loads were shipped last week, one on Mondat by Mr. Deguire and one on Saturday by <essrs. Theorest and Sabourin.

**15/12/1911 Eastern Ontario Review Vankleek Dalkeith**

Dalkeith. Messrs Sabourin and Theorest shipped another large carload of cattle to Montreal on Tuesday.

**09/02/1912 Eastern Ontario Review Vankleek Dalkeith**

Dalkeith. There was a tie-up on the G.T.R. here for a while on Friday last. In the morning a freight engine was damaged, and in consequence the passenger was almost two hours late in leaving here. It was late again in the evening, owing to some of the rails being spread.

**17/05/1912 Eastern Ontario Review Vankleek Dalkeith**

Dalkeith. A crew of men is engaged on the G.T.R. here at present, repairing culverts etc. It is reported that a new station is to be built.

**14/06/1912 Eastern Ontario Review Vankleek Dalkeith**

The G.T.R. company is building a new water tank to replace the one which burned down a few years ago, Messrs. D.D. McKinnon, and C. Cameron of this place are engaged on the job, and Mr. McKinnon will probably attend to it after it is completed

**28/06/1912 Eastern Ontario Review Vankleek Dalkeith**

The men who have been erecting the water tank here went to Casselman this week.

**19/07/1912 Eastern Ontario Review Vankleek Dalkeith**

The gang of men who have been working on the new G.T.R. water tank left Saturday for Valleyfield.

**11/12/1914 Eastern Ontario Review Vankleek Vankleek Hill**

Three Killed on G.T.R. Tracks

Moses Cameron and his wife and Mrs. Jos. Dupuis struck by G.T.R. train near Steele's Brickyard.No person saw the accident and none is left to tell the story.

Five little children left as orphans.

The worst Railway accident recorded in the vicinity of Vankleek Hill occurred on Wednesday night of this week shortly after six o'clock

As a result Mr. Moses Cameron Mrs. Moses Cameron and Mrs. Joseph Dupius are dead and six children all under 13 years of age, left without father or mother.

The accident occurred at a private Crossing at Steele's Brickyard about two miles from the town on the G.T.R.

The regular evening train from Vankleek Hill to Hawkesbury left here sharply on time and was running about thirty or thirty-five miles an hour on a downgrade on the way to Hawkesbury.

Mr. and Mrs. Cameron and Mrs. DupuisI just finished this supper and we're driving out to the main road which leads to Vankleek Hill.

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Just what happened nobody knows as no person saw them and none of themselves are left to tell the story.

The engineer was sitting in his cab and looking out of the window on the right. He did not see them until he saw the horse go into the air and felt the jar on his engine.

He immediately stopped and all the train hands hurried out to see what had happened.

They found the bodies of Mr. and Mrs. Cameron and Mrs. Dupuis several yards from the crossing.

Death came to all three almost instantly

Neighbors were hurriedly called and the bodies removed but life was quite extinct.

The train hurried to Hawkesbury and returned at once with Dr. R.M. Rutherford and Dr. H.H. Kirby.

It was a fearful scene when the manged remains of Mr. ans Mrs. Cameron were carried home to their five orphan children. It was heartbreaking to hear and witness the grief of the little ones.

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The horse was killed but was not cut or mangled. The buggy was broken into matchwood.

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Driver Whitmore and Conductor McDonald were in charge of the train and both were badly broken up over this matter. It is their first accident and they have seen many years of service on the road.

**29/10/1915 Eastern Ontario Review Vankleek Vankleek Hill**

The old Canada Atlantic Railway Stations will soon be out of sight. Several of them have been destroyed by fire in the past few years.

Unless the one in Vankleek Hill burns pretty soon it will fall down.

It is a disgrace to the Grand Trunk Railway Company.



Accident at Hawkesbury

Mr. Stanley Robertson, a brakeman on the G.T.R. and a brother of Mr. James Robertson, formerly a G.T.R. agent here, was killed instantly at Hawkesbury on Tuesday night last. He was standing on the rear of the engine when it was shunting in the yards. He was out over the edge, and was crushed between two cars. His chest was crushed in and nearly all his ribs were broken. Death resulted at once. The young man was very popular and his death will be greatly regretted. His home was in Glen Robertson.

03/11/1916 *Eastern Ontario Review* *Vankleek**Breadalbane*

On Monday night last a freight train on the G.T.R. left the tracks near the farm of Mr. Albert McLaurin, Breadalbane. Fourteen cars were derailed. Nobody was injured. It required some thirty six hours for the wrecking crew to clear the track.

08/02/1918 *Eastern Ontario Review* *Vankleek**Vankleek Hill*

On account of the very severe weather. Trains on the G.T.R. Branch were cancelled on Tuesday and Wednesday

19/07/1918 *Eastern Ontario Review* *Vankleek**Vankleek Hill*

Two G.T.R. detectives were here on Tuesday (16/7) looking for the parties who placed rocks on the tracks near the Station here. They have secured the names of several boys who have been on the track and as this offence is a very serious one these boys may be arrested any day.

20/06/1919 *Eastern Ontario Review* *Vankleek**Vankleek Hill*

A serious accident happened at the crossing of the G.T.R. tracks on Wednesday afternoon. Mr. Wm. Gruer, liveryman was taking Mr. P. McMaster and Mr. T.N. Barton out to Dalkeith to buy horses. They were chatting and did not notice a through freight coming. The engine struck the car right in the centre. Mr. McMaster jumped and was uninjured. Mr. Gruer was badly cut about the head, face, arms and legs and Mr. Barton had an arm broken. The car was completely wrecked. The injured men were taken to hospital here and are doing well. To look at the wrecked car it is hard to understand how any of them escaped.

20/08/1920 *Eastern Ontario Review* *Vankleek**Glen Sandfield*

On Wednesday of last week the Glen Sandfield Railway Station was completely destroyed by fire. Origin spark from locomotive.

23/09/1921 *Eastern Ontario Review* *Vankleek**Hawkesbury*

Hawkesbury

An important event in town this week was the closing of the Grand Trunk station. Beginning on Thursday morning the Grand Trunk trains arriving or starting from Hawkesbury left at the CNR station. The schedule is not altered in any way. The GTR staff is still at work, but in a few days will be placed on the reserve list. For a large number of people the closing of the GTR station will be regretted as it will cause some inconvenience especially as regards express business. The CNR station is not so centrally located. It is also likely that the services of the watchman at the Main Street crossing will now be dispensed with.

30/09/1921 *Eastern Ontario Review* *Vankleek*

The Grand Trunk cancels all passenger trains

Beginning on Sunday, October 2nd, the Grand Trunk railway from here to Glen Robertson will cancel all its passenger service. The only reservation for passengers will be a passenger coach attached to the way freight. This train will leave Glen Robertson in the morning arriving in Hawkesbury about noon. In the afternoon it will return to Glen Robertson. Already there is a decided objection to this change, and through the efforts of the Hawkesbury Board of Trade, Mayor Mooney of Vankleek Hill, and Mr. Chisholm Clark of Lochiel and the Reverend Mr. Matheson of Glen Sandfield, a deputation was organized to wait on the Railway Commission at Ottawa on Wednesday, accompanied by Messrs. Wilfred Kennedy, MP, of Glengarry and E. Proulx, MP of Prescott, asking that the Railway Commission do not allow this to go into effect until such time as the parties and municipalities interested are able to prepare a case against the proposed changes. At present writing we are unable to say what the results of the deputation was.

30/09/1921 *Eastern Ontario Review* *Vankleek**Hawkesbury*

The personnel of the G.T.R. station and freight office have mostly all been transferred to the C.N.R. station. Mr. Onesime Bertrand was moved to Davenport for a couple of months, while Mr. Partridge is not yet placed.

30/09/1921 *Eastern Ontario Review* *Vankleek**Hawkesbury*

On Friday night last a cow and a horse were killed on the track in the vicinity of McGill street by being run over by express trains. Owing to the construction of a switch the fence around the pasture was taken down and the animals strayed on the track. The cow belonged to Mrs. Robert Spoer and the horse to Mr. James Blais.

04/11/1921 *Eastern Ontario Review* *Vankleek*

On Wednesday next week the Railway Commission will hear the case of the several municipalities between Hawkesbury and Glen Robertson protesting against the G.T.R. intention to cut off their passenger train on the branch line. Dr. F.J. Patted and Dr. T.W. Smith have been appointed by the local Board of Trade to represent our town

11/11/1921 *Eastern Ontario Review* *Vankleek**Hawkesbury*

On Wednesday the Railway Commission heard the protest of a municipalities between Hawkesbury and Glen Robertson against the stopping of the passenger train on the local branch line of the G.T.R. Decision will be given next week. We heard unofficially that we would likely have only one train a day leaving Hawkesbury in the morning and returning in the evening. Dr. Smith, president of the Board of Trade, and Senator Belcourt appeared for Hawkesbury and Mr. Pringle for West Hawkesbury and Vankleek Hill.

18/11/1921 *Eastern Ontario Review* *Vankleek*

As we predicted last week, beginning next Monday we are to have only one passenger train a day between Hawkesbury and Glen Robertson. The train will leave Hawkesbury at 7:45 a.m. and arrive Glen Robertson at 9:45. The same train will leave Glen Robertson at 5:35 and arrive at Hawkesbury at 7:30. Two long hours to convey 21 miles. This is not very satisfactory, but the Railway Commission evidently thinks it is good enough for us. If we could we would slam the door hard, hard.

25/11/1921 *Eastern Ontario Review* *Vankleek**Hawkesbury*

Hawkesbury

Since Monday our town has only one mail a day, at 8 p.m. owing to the change of service on the G.T.R. Branch line. This new arrangement is extremely unsatisfactory, and on Tuesday night our Board of Trade met and authorized the president to communicate by phone at once with the Postmaster General and endeavor to obtain relief by having mails come by C.N.R. both from Montreal and Ottawa.

28/04/1922 *Eastern Ontario Review* *Vankleek**Vankleek Hill*

The Main street crossing of the G.T.R. track is very bad and dangerous for automobile and carriage springs. Perhaps a simple request from our town council to the proper authorities would have the desired effect.

*05/05/1922 Eastern Ontario Review Vankleek Vankleek Hill*

Mr. Jno. Lariviere, Hawkesbury has a brand new bus now going from the C.P.R. station here to Hawkesbury, capable of seating sixteen. It is a handsome outfit.

*12/05/1922 Eastern Ontario Review Vankleek Hawkesbury*

The C.N.R. Co. on Tuesday kept tab on the number of people and rigs passing on the crossing of McGill street. The council has requested better protection at that crossing and this is in reply to it.

*12/05/1922 Eastern Ontario Review Vankleek Vankleek Hill*

Mr. John Lariviere this week received his new auto bus which will travel between Hawkesbury and Vankleek Hill station on the C.P.R. It is a magnificent Reo, very comfortable, and is being admired by all.

*02/06/1922 Eastern Ontario Review Vankleek*

Mr. I. Sauve, section foreman of the G.T.R. branch line here, has lately purchased a gasoline railroad track car to travel to and from his work.

*30/06/1922 Eastern Ontario Review Vankleek Hawkesbury*

Mr. McCall, inspector for the Board of Railway Commissioners, was in town on Monday and inspected the railway crossing on McGill Street in company with Mayor F.J. Pattee, Coroner H.R. Kirby, Mr. W.A. McRae and Mr. J.R. Lauria, the latter two representing the Board of Trade. Mr. McCall suggested a subway as the real cure for our troubles. The town share in an undertaking of this kind would be in the neighborhood of \$1,500, and under the present financial condition of our town it is hardly feasible. The next suggestion was for a wagging signboard and bell. This was considered both annoying and undependable. The next suggestion was a watchman such as we had at the Main street crossing. We do not wish to prophesy but we believe the latter suggestion will be accepted.

*08/09/1922 Eastern Ontario Review Vankleek Hawkesbury*

What about the watchman at the McGill street crossing? The Railway Commission seems to have forgotten us. School reopened on Tuesday and the danger will be greater than ever.

*12/01/1928 Ottawa Citizen Vankleek Dalkeith*

**WOMAN KILLED OR DIES UPON TRACK AT VANKLEEK HILL**

Engine and Several Cars Pass Over Body. Engineer Saw Motionless Object Lying Between Rails.

**IDENTITY IS UNKNOWN WAS LIGHTLY CLAD**

Nothing on Person to Indicate Name. Inquest to Be Held January 30th.

VANKLEEK HILL, Jan. 12. Vankleek Hill has a mystery on its hands, for no one has as yet been able to identify the body of a woman, hit by a train on the Canadian National Railway tracks yesterday evening. The fatality occurred about a mile and a half south of the town, near where the Dalkeith road crosses the tracks. There is a curve north of the road which would tend to impair the vision. But the case is further complicated by the statement of Dr. Kirby, the coroner, that inasmuch as little blood was found near the body, death might have struck the woman before the train did. Or she might have been in a dying convulsion when the locomotive reached her.

As nearly as the accident can be reconstructed, the unknown woman was walking along the tracks. Through fatigue, cold, or some similar paralyzing force, she was obliged to lie down between the rails. Engineer Simpson states that he rounded the curve with his long and heavy mixed train when he saw what seemed like a branch across the track. Coming nearer, he saw that the supposed branch was a body. He jammed on the brakes and brought the long train to as quick a stop as possible, but by that time the locomotive and some of the cars had passed over the body. Fireman Ernest Howard, Hawkesbury, could contribute nothing further to the engineer's version:

Inquest on Jan. 30.

The body was badly mangled and Dr. Kirby empanelled a jury to view the remains, before holding inquest in Hawkesbury on Jan. 30.

The woman is described by the coroner as being, very fleshy, weighing perhaps 165 pounds. She had dark hair which was just turning grey, and had a full face, with brown eyes. She was scantily clad and there was nothing about her person to identify her.

It is said by several persons in Vankleek Hill that they believe she got off the Canadian Pacific train yesterday morning and took the bus up to the Hill. Then in the afternoon, the C.N.R. station agent thinks he sold the deceased a ticket for Dalkeith. Then, too, others believe answering to that description get on the train. Why she should get off at Dalkeith, the next station along the line, and walk back toward Vankleek Hill is a question that must remain unanswered for the present. Since Dalkeith is seven miles from Vankleek Hill, the woman would have about, five and a half miles to walk before she was hit. It is admitted this theory lacks plausibility but is the only one thus far advanced.

Constable Rock Labelle, assisted by Chief Godfrey Cooper. Vankleek Hill, is working on the case.

*26/09/1928 Ottawa Citizen Vankleek McGill street*

**Jury Recommends More Protection at Crossing**

Hawkesbury Sept 25. a verdict of accidental death with a rider that the railway commission insist on better protection at the crossing, was returned by the jury last night at the inquest into the death of John Miller, who was killed, when his auto was struck by a C.N.R. train at the McGill Street crossing in the town.

Coroner H. H. Kirby, M.D., presided, and the crown was represented by Crown Attorney Thistlewaite.

Evidence presented by the engineer on the train and also by an eye witness was to the effect that the deceased's car stopped about fifteen feet from the crossing and then ran right on to the crossine directly in front of the train as if the engine of the car stalled when the unfortunate driver evidently attempted to get across ahead of the train. It was stated that the electric bell and wig-wag signal were both in operation.

*06/03/1953 Ottawa Citizen Vankleek Vankleek Hill*

**Man Killed At Crossing**

A train was reported to have hit a truck at Vankleek Hill at press time today killing the driver of the vehicle, and setting an empty passenger coach of the train on fire.

The Hawkesbury fire department it is believed has extinguished the blaze. No one aboard the train was hurt.

## Train Afire, Truck Driver Dies In Crossing Tragedy

VANKLEEK HILL A Morrisburg paper trucker was burned to death in the cab of his semitrailer shortly before noon Friday when the truck crashed into the side of a CNR mixed freight, burst into flames and derailed eight of the freight cars.

Trapped in the gasoline saturated cab of his truck was Walter McLeod, 34, of Morrisburg, a driver for the Lawson Transter of Cornwall.

The truck burst into flames immediately after it struck the side of the way-freight engine. Impact of the accident burst the gasoline tank, showering the entire truck and cab with flaming gasoline.

## Paper Burns

Seconds later the 15 to 20 tons of paper in the van of the truck caught fire and within minutes flames spread to the express car at the end of the eight-car freight. The expressman managed to throw express bundles along the right-of-way before the flames completely enveloped the coach.

Attempts by two neighborhood farmers. Ron Fitzpatrick, 21, and his uncle, George Fitzpatrick, to rescue the doomed man from the flaming truck cab were unsuccessful. When the flames and heat finally subsided the two men managed to pull the badly charred trucker's body from the twisted and scorched interior of the cab.

Witnesses estimated that the truck, carrying a load of specially-processed paper from the pulp mill at Hawkesbury to the Courtauld mill at Cornwall, was travelling at about 45 miles an hour approaching the .CNR crossing about two miles north of here.

Mrs. Rene Sauve, of St. Andrew's East, Que., following the truck in her own car, said McLeod appeared to apply the brakes and the massive vehicle swerved towards a ditch but it struck the engine before he could turn it away from the level crossing.

## Another Witness

Mrs. Rose Quann, who lives about 100 feet from the crossing, told investigating police officers that the truck driver appeared to be braking to miss the accident, but seemed to have noticed the train too late to avoid hitting it.

Provincial constables Russel Hawkshaw, James Crowe and J. P. Trudel of the Hawkesbury detachment investigated the crash. They sealed off highway traffic on the Hawkesbury-Vankleek Hill road and stated that it would be some hours before there would be a normal resumption of traffic.

Canadian National Railways, meanwhile, rushed wreck trains from Montreal and Ottawa to clear the line of the wreckage and right the eight derailed cars.

Mainline traffic between, Ottawa and Montreal will not be affected by the crash as it occurred in the side line between Glen Robertson and Hawkesbury.

The Hawkesbury Fire Department sent its hose truck and tank truck out to battle the flames in the semi-trailer and the express coach. Firemen ran out of water and the tank truck had to be sent back to fill up again. A nearby well was siphoned but it also ran dry.

The highway approaching the level crossing was dry and clear of ice. Police believe that McLeod misjudged the braking time he would need carrying the 15 to 20 ton load and applied his brakes too late to bring the lumbering truck to a halt clear of the tracks.

## Caption to photos

Fatal Train-Truck Crash At Vankleek Hill-Walter McLeod, 34-year-old Morrisburg man, met a fiery death near Vankleek Hill yesterday when his heavy tractor-trailer unit exploded and burned when it was rammed by CNR train. Seven cars of the mixed freight were derailed, and a combined passenger and express coach was destroyed by the fire. In the top picture, the express-passenger coach is still burning. Bottom photo is a view of the demolished truck cab in which McLeod, driver of the vehicle, was crushed and burned to death. (See Story on Page 9). Photo by Newton

06/12/1954 *Ottawa Citizen*

Vankleek

Hawkesbury

## Car Wrecked By Train, Man Escapes

HAWKESBURY (Special) A car was completely demolished by a train at a level crossing here Saturday afternoon seconds after the driver jumped to safety.

Eugene Parisien, a farmer in the district, saw his car smashed by the Glen Robertson train after he was unable to stop his vehicle at the CNR level crossing.

The Hawkesbury farmer leaped from the doomed vehicle after it slipped on the icy road into the path, of the oncoming train. The accident occurred about one mile south of Hawkesbury on Highway 34.

Mr. Parisien said he applied his brakes when he saw the train coming, but when it slid onto the crossing, he opened his door and jumped.

The train was pulling into Hawkesbury station a short distance away and was not travelling at full speed when the accident occurred.

Engineer of the train was W. Peachy and the conductor was Walter Moselle. The mishap was investigated by the Hawkesbury detachment of the OPP.

08/02/1969 *Ottawa Citizen*

Vankleek

Hawkesbury

## Child's foot crushed under train

HAWKESBURY (Special) A five-year-old girl had her left foot amputated here Friday after it was badly mangled when she slid under a moving freight train while playing near home.

Nicole Sauve, daughter of Mr. and Mrs. Romeo Sauve, of 250 Regent St., East, was playing on the south bank of the railway track near Regent at 12.45 p.m. when the accident occurred.

Train engineer Rene Forget 37, of RR2, Rigaud, saw the girl sliding into the train's path and applied emergency brakes but the child was already out of sight under the train by the time it stopped.

The child struggled from under the train despite her badly crushed foot

Engineer Forget left from the train commandeered a passing car and took Nicolet to the Smith Clinic in Hawkes-J bury where her foot later had to be amputated.

24/03/1973 *Ottawa Citizen*

Vankleek

## Caustic chlorine cars don't leak

7 of 17 cars, derailed Friday, cleared CN

CORNWALL (CP) A CN spokesman said Sunday seven cars of a 17-car freight train which derailed 30 miles north of here, Friday, have been cleared from the track.

The train, travelling on a secondary track from Hawkesbury to Glen Robertson, included some cars which carried chlorine and caustic soda.

The spokesman said one car carrying caustic soda derailed and flipped over. A car containing chlorine derailed but remained upright, as did five cars which carried general merchandise.

Officials said there were no leaks from the cars.

Environment Ontario inspectors were sent to the scene but said there were no breaks in the tanks.

There was no indication of what caused the derailment.

Also in the Citizen 26 March

16/01/1984 *Ottawa Citizen*

Vankleek

Vankleek Hill

## Youth injured in truck-train collision

A youth is in hospital with multiple fractures after the truck in which he was a passenger struck a Canadian National train at a crossing in Vankleek Hill Saturday.

Daniel Lavoie, 15, of Vankleek Hill was in a pickup truck that entered a rail crossing on Main Street East at 11 a.m.

CN spokesman Rene Chappaz said the truck entered the crossing at about 20 kilometres an hour and struck an eastbound locomotive pulling 14 freight rail cars and travelling at about 25 kmh.

Details of Lavoie's condition were unavailable. He is at the Children's Hospital of Eastern Ontario.

Jermain Fauteux, 25, of Vankleek Hill, the driver of the truck, was treated for minor fractures and is in stable condition at Hawkesbury General Hospital.

VANKLEEK SUBDIVISION FOR SALE: Canadian National has its Vankleek Subdivision up for sale. The 20-mile line links Glen Robertson (on the Alexandria Subdivision) with Hawkesbury, Ontario. Also included is the 4.4-mile L'Original spur between Hawkesbury and L'Original, Ontario, over a portion of the one-time Canadian Northern L'Original Subdivision. The CNoR trackage was part of that company's main line between Montreal and Toronto/Vancouver. Service is now offered on a 6-day-a-week basis by a road switcher out of Coteau, Quebec. The Vankleek Subdivision was built by J.R. Booth, legendary lumber king of the Ottawa Valley. Booth also built the Alexandria Subdivision as the Canada Atlantic Railway and the Ottawa, Arnprior and Parry Sound Railway, connecting Ottawa with Depot Harbour, Ontario. Part of this line survives as the Renfrew Subdivision operated by CN under contract with the Regional Municipality of Ottawa-Carleton. This is only one of several lines CN wants to sell. Another likely candidate is the line between Matapedia and Gaspé, Quebec, involving the Cascapedia and Chandler Subdivisions.

08/11/1996 *Financial Post*

Vankleek

## RAILTEX ACQUIRES VANKLEEK SUBDIVISION:

RailTex Inc. of San Antonio, Texas, has reached an agreement to acquire CN's 21-mile Vankleek Subdivision between Glen Robertson and Hawkesbury, Ontario, plus the 4.4-mile L'Original Spur, for \$1.1-million. Operations commenced on November 2 on the line (named the Ontario L'Original Railway) which is the first sale made after passage of the Ontario Labour Relations Act. That law removes successor rights that would have required buyers of small railways to hire previous union employees and honour existing labour agreements. The transaction also represents the first CN asset sale in Canada since the new Canadian Transportation Act was passed earlier this year. The sale is scheduled to close on December 2. The company is expecting to handle 6,000 carloads on the line annually, primarily steel products from the IVACO mini-mill in L'Original, Ontario.

30/12/2000 *Ottawa Citizen*

Vankleek

## Ottawa Central Buys Railway

By Craig Skinner

The Ottawa Central Railway has purchased the Ontario L'Original Railway, from Rail-America Inc. of Boca Raton, Florida.

The L'Original Railway is a 42-kilometre rail line based in Vankleek Hill. The track runs from Glen Robertson to Hawkesbury, then to L'Original

The railway's main account is with Ivaco rolling mills, which produces steel wool products.

James Allen, general manager of the OCR, said the addition of the L'Original Railway doubles its operations.

"We've gone from 10,000 carloads to 22,000 carloads (per year)," he said.

"We have enhanced our presence in Eastern Ontario. We're now able to provide a much broader level of services to our customers."

Wayne August, assistant vice-president of investor relations for RailAmerica Inc., said the sale is part of a plan to dispose of approximately \$100 million U.S. in non-core assets during the 2000 fiscal year. "The plan was announced in the early part of the year to reduce some of the debt we incurred through our acquisitions," he said.

"We're very happy because we've pretty well exceeded our goal"

Mr. August said the L'Original Railway, which was obtained last February as part of Rail-America's acquisition of Rail-Tex Inc., didn't fit into the company's plans.

The deal was part of a series of transactions announced by RailAmerica on Dec 26, which included the sales of the company's 26.5-per-cent equity interest in the Quebec Railway Corporation back to the company, the L'Original Railway, and various other real estate and rail assets.

The deals were worth a total of \$114 million U.S.

The OCR, a division of the Quebec Railway Corporation, provides local delivery in the Ottawa area and freight service to the Pembroke area five days a week.

It also runs east six days per week, interchanging with CN in Quebec, near Valleyfield.

The OCR is based in Walkley Yard on Albion Road.

02/08/2006 *Eastern Ontario Review*

Vankleek

A Prescott Russell Trails security vehicle was brought to a halt recently by an Ottawa Central Railway (OCR) flag man.

The trail employee, Gaetan Besner, was stopped on the trail just east of Highway 34 near Vankleek Hill by the OCR employee who was standing in the middle of the train tracks, dressed in a hard hat, fluorescent orange overalls with a large yellow X on the front and back. Besner was informed by the flag man that he couldn't proceed past the point where the OCR tracks cross the trail. The event was the OCR's way of letting trail officials know that before dump trucks and other heavy vehicles can cross the train tracks to do planned resurfacing of the trail, they will have to meet certain conditions.

These conditions according to OCR general manager, James Allen, are that no heavy equipment will be allowed to cross the tracks without the presence of an OCR flag man assigned to the crossing at a cost of about \$1,000 the first 8-hour day, and \$800 for each subsequent day. In a recent telephone interview Allen told The Review the choice of whether or not to place a flagman at the crossing during any kind of construction was not his to make. "It's part of the Railway Safety Act. If I didn't do that, I'd have Transport Canada coming down and (threatening to) pull my certificate for operating unsafely."

Alan says the two main safety concerns re that (a) trains can't cross the trail safely while construction vehicles are on the trail, and (b) be that no damage is done to the tracks by construction equipment. Allen says even minor damage could cause a train derailment if not identified and corrected by qualified personnel.

Allen had heard from his staff that the work being considered for the train near the OCR tracks involved the spreading of gravel. He hadn't heard that trail

officials were also planning to pave the section of the train which crosses the tracks.

United Counties of Prescott Russell Economic Development coordinator Sylvan Charlebois says he is surprised at the high cost quoted by the OCR. He says the job of spreading the gravel dust or of paving that section of the trail could take up to 15 days. The more than \$12,000 a flag man would cost over that period of time was not calculated into the budget to resurface the trail this summer.

Charlebois says the counties have many qualified people on staff, including engineers, who could watch over and vouch for the integrity of the rails during the resurfacing work. He says one of the proposals he will make when he speaks to Allen sometime this week is that counties staff be allowed to act as flag man.

Charlebois says time is of the essence for the project since a good part of its funding comes from a federal government grant and must be spent by August 31.

He says he is confident a compromise of some kind can be negotiated with OCR

22/08/2008 *Ottawa Citizen*

Vankleek

HAWKESBURY MAYOR MAKES PITCH FOR OPERATING STEAM TRAIN IN EASTERN ONTARIO: The mayor of Hawkesbury wants investors to operate the Hull-Chelsea-Wakefield steam train in Eastern Ontario to create a "motor of economic development" for the town. Mayor Jeanne Charlebois met Andre Groulx, the train operator, to discuss operating the train on the track that carries Ottawa Central Railway freight and VIA Rail passenger trains. She has also consulted Ottawa Central Railway officials about the possibility, she said. Mrs. Charlebois said the train could stop in L'Original, Hawkesbury, Vankleek Hill and at the Glengarry Highland Games in Maxville. The steam train has been parked since May, when a landslide near the track forced the business to close. Since then, the owners of the train have put the operation up for sale and say they have received half a dozen interesting offers. The asking price is \$2.5 million. Mr. Groulx, who has run the train for 14 years, said he will probably have to sell the train to a buyer from the U.S. or somewhere else in Canada. He added he has two serious offers from buyers who want to operate the train outside the Outaouais. Mrs. Charlebois said the train could run to the Glengarry Highland Games in Maxville and to Limoges 35 kilometres east of Ottawa, which will be the location of the \$50-million Valcartier Village Vacations water park. (Branchline)

Consider the noise

This week, we tell you about a meeting where citizens, CN rail and Champlain Township sat around the table to talk about the irritation caused by the running of diesel train engines - an irritation which lasts not for a few hours, but sometimes, for a few days. The sound of the idling trains originating from the foot of the hill near Vankleek Hill's Industrial park, can be heard all over town. But the residents who suffer most of those who live nearby.

Citizens have been putting up with the noise and the smell since November, Champlain counselor Paul Emile Duval told local operations manager for the division of CN and a CN representative. But the noise and smell from idling train engines which has been a problem for about a decade now won't go away anytime soon. Company officials said that it is more likely to find an alternative by the fall of 2009.

The trains cannot be turned off, says the company, or they will be too hard to start during cold winter temperatures.

Citizens attending the Thursday morning meeting presented a number of options to CN, including relocating the trains to the train station at Coteau, parking the trains at Ivaco, storing them under the Highway 417 overpass and retrofitting them with block heaters.

Champlain townships representative told the train company in no uncertain terms that it has a week to come up with a solution.

"Move the train away. There's a simple answer," Duval said.

The vision of the idling train not going anywhere is a fitting analogy for this problem, which has been in idle mode long enough. It's high time for the train to leave the station.

18/02/2009 Eastern Ontario Review Vankleek

Vankleek Hill

Take action, now, Champlain tells CN

Counselor gives company a week to find solution to idling trains

Canadian National Railway says it is going to do all it can to solve a train idling problem in Vankleek Hill, but a solution might not come until the fall.

For residents being affected by the noise and smell of diesel, however, that isn't good enough.

Resident Steve Perreault, who said he lives within a stone's throw of the idling trains and has so much trouble sleeping at night that it's starting to affect his job, said he and other residents can't wait six months or more for a solution.

"It's not good enough," he said.

And simply turning the trains off isn't a possibility, local operations manager for the Ottawa Central Railway division of CN Jean-Claude Santerre said.

The trains have to idle in the cold or the engines won't work. He said that CN trains without block heaters must be left idling until the ambient temperature outside is above 10 degrees Celsius, because the engines are hard to start.

"It's at that temperature that we start shutting them off because if they're shut down for 12 or 15 hours, they'll be very hard to start, unquote Santerre said.

That prompted Perraeault to say, "you have to fix your trains. It's Canada it's not 10 degrees outside."

While citizens gave a number of alternatives to housing the trains on the tracks at the base of the Hill during a meeting with CN on February 17th at Champlain Township Town Hall - including moving them to the train station at Coteau, parking them at Ivaco, storing them under the Highway 417 overpass and retrofitting them with block heaters there was no indication of what CN would do.

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Santerre told residents in attendance the company wouldn't have a solution for a number of months.

"We are much more looking at a solution for next fall then right now," Santerre said, adding that since CN is unionized, the union would have to be involved in any changes at the Vankleek Hill location.

"It can't be done overnight," he said. "There are studies we have to do."

Despite that, councillor Paul Emile Duval, who represented the municipality at the meeting,

told Santerre and CN representative Frank Binder that they would be given just a few days to come up with a solution

"Next fall, that's not good enough," Duval said. "We're not leaving it to drag on. We want action and we want it now."

Duval said citizens have already been putting up with the noise and smell since November and he said he can't go out in public without being asked about the train.

He said he's being a councillor for 30 years and the idling trains have been perhaps the biggest complaint of the last 10 years.

"We've had it. We'll give you a week and we want some answers," he said. "Move the train away. There's a simple answer."

Duval said Glengarry Prescott-Russell MP Pierre Lemieux has been involved and government environment representatives could also be called if CN doesn't come up with a solution soon.

18/03/2009 Eastern Ontario Review Vankleek

Vankleek Hill

Lemieux pushing CN for action on "leading irritant"

MP Pierre Lemieux told Champlain Township councillors that he is pressuring CN to solve the "serious problem" of the rumbling train as soon as possible.

CN trains idling overnight and through weekends this past winter have subjected town residents to noise and air pollution. A meeting between CN representatives, the township and residents did not produce a solution. Trains are left to idle because the diesel train engines would be too hard to start in severe cold, CN has told the township and residents.

"I contacted CN and now I have written to CN as well. I wanted you to be aware of this, and know that I am encouraging CN to fix this problem as soon as possible," Lemieux told councillors at their most recent meeting.

In a March 9 letter to CN Rail, Lemieux told CN President and CEO E. Hunter Harrison that almost 300 names were on a petition calling for a stop to the noise and environmental

pollution caused by idling CN trains.

Lemieux explained to Harrison that "...the idling, with its associated noise and pollution, has subsequently become the leading irritant in Vankleek Hill. This problem needs to be addressed as soon as possible."

Describing the ill effects caused by pollution, Lemieux said that he has been told that the train idling has directly resulted in the interference with sleep, concentration, communication and recreation of the residents of Vankleek Hill.

Lemieux notes that on the CN website, its mission statement says the company is "committed to business practices that protect the environment and ensure employee and public safety and health. The Company takes every practical step to prevent or abate all forms of pollution resulting from its operations, and makes every effort to minimize its energy requirements."

"I've told them, this is what you say, so let's get to work," Lemieux told councillors.

Champlain Township Mayor Gary Barton said that Frank Binder, who is CN's public relations person, surprised him by calling him on Sunday.

"They have taken some short-term steps. Their long-term plan is to move the train out of Vankleek Hill," Barton said, adding, "We had all kinds of complaints on Friday. He called me back and assured me that he was aware of the problem."

"It doesn't hurt to apply pressure and talk about long-term solutions," said Lemieux.

Freight train derails at Highway 34 Crossing

On Tuesday March 31 at about 7:40 a freight train operated by Ottawa Central Railway, a division of CN rail, passed over highway 34 and derailed.

No one was injured in the derailment of the three freight cars, which slipped off of the tracks and stopped approximately 30 meters from where the train first derailed. According to Ottawa Central Railway staff, the train was traveling at a maximum speed of about 16 km kilometers per hour and was carrying a load steel coils from Ivaco Rolling Mills to Vankleek Hill when the incident occurred.

The only property damage caused was to the railway ties that splintered from the weight of the train as its wheels dragged across them.

"The train derailed due to the track conditions," explained J.C. Santerre, the local manager of transportation with the Ottawa Central Railway.

"The gauge is the space between the rails and because of the spring conditions and unstable ground in the swampy section, combined with the curve in the tracks, it caused the rail to move a little bit and one of the wheels fell down. Usually if a rail (sic) comes off it pops back on, but because it happened suddenly and very close to the crossing, it hit and twisted."

Railway control was notified of the accident immediately, halting passage through the impacted section of track and dispatching emergency personnel.

"Fortunately, there is no damage whatsoever to the rail and very little damage to the cars," said Santerre

Crews worked all day Wednesday to repair the track conditions and at about 4:30, re-railing equipment and a mobile crane arrived to lift the train back onto the rails and reopen the tracks for travel.

Trains pass through this every Monday, Tuesday, Thursday and Friday and according to Santerre the tracks are inspected regularly before every train passes through. He states that this accident was unpreventable and was the unfortunate result of spring conditions.

Champlain Township Mayor Garu Barton.

"I contacted CN this week and reminded them that they had assured me they wouldn't be there this fall. But I don't have this in writing," Barton said.