

Local Railway Items from Area Papers - Walkley Line

08/06/1949 Ottawa Citizen Walkley Line

Clearing land for rail cutoff.

Land in the Walkley road area south of Billings Bridge is being acquired gradually by the Federal District Commission, it was learned yesterday. The property will be used as a railway cutoff to handle the make-up of trains now being done in the Bank street yards of the Canadian National Railways. Ottawa real estate representatives are handling negotiations for the FDC with 40 home owners in the Russell road area, which is scheduled to be the new industrial area in the Greater Ottawa blueprint.

18/05/1950 Ottawa Citizen Walkley Line Hawthorne

Hawthorne Folk Reconciled To Loss Of Homes

Hawthorne Village is getting ready to disappear. People out on the Russell Road, where Hawthorne and the Heron Road meet, and where the New York Central swings off across Russell County away from the Canadian National, are reconciled to the loss of homes, loss of farms, loss of their village. Everything has to go to make way for new railway yards from Hawthorne to the Hunt Club, south of Ottawa.

30/09/1950 Ottawa Journal Walkley Line

Picture - King Size Scoop - this DW10 Caterpillar Diesel scraper dwarfs the shovel in the hands of Joseph Boileau of Hull, but both have their part in a \$200,000 scraping job that will see the levelling off of the five mile railway cut-off south of Ottawa. The scraper can dispose of 10 cubic yards of earth in a few minutes. Therrien Construction Company has the contract with the Federal District Commission for the job

Joe McVeigh, who used to farm 70 acres in Ottawa about two and a half miles south of Billings road on a concession road just east of the Metcalfe highway was downcast yesterday.

Joe was out of business as a farmer. He is now employed by the R.L. Crain Limited firm.

Joe's farm, house and barn has all been expropriated by the Federal District Commission to become part of the new railway cut-off from Hawthorne to near Bovesville road.

A crew from the Therrien Construction Company, were at work on the McVeigh farm.

They had brought in the first of the heavy equipment they are going to use to grade the land down two and a half feet.

They use scrapers with Diesel engines and, to insure their traction in the wet ground, a tractor bulldozer is pressed into service.

The scraper carries off 10 cubic yards of earth and the average trip is about 20 minutes.

The Therrien firm has 16 cubic-yard scrapers but they haven't reached Ottawa yet.

It won't be long before Joe McVeigh's house, barn and other farmers' homes nearby will be pulled down and the fields cut down to the proper railway grade.

Meanwhile there are cows relishing the rich autumn pastures before those scrapers start cutting.

27/08/1953 Ottawa Citizen Walkley Line

New Office For FDC

Work is progressing on a new yard office which the Federal District Commission is building in the new Hawthorne yards. The business office and yard headquarters is beginning to take shape south of Walkley Road not far from the Spratt farm where the "Union Station of tomorrow" is to rise and take shape. FDC officials say the new yard office will be ready for occupancy this fall when the Hawthorne cut-off will begin to function.

CNR through freight trains instead of coming into Ottawa will cut off at Hawthorne and, crossing south of Ottawa, will rejoin the main line of the Canadian National at a point out the Bovesville Road near the Hunt Club Golf Course.

The yard is being graded now for more tracks.

04/11/1953 Ottawa Journal Walkley Line

Start Using Walkley Road Yards

Freight trains will start using the new yards and track outside the city at the Walkley road before the end of this month, the FDC announced today.

The new rail yards, built to rid the city of cross town tracks, will be in only partial operation at first and trains will still have to come down-town to discharge and pick up some of their freight.

The Walkley road yards and the bypass belt line will be in full operation in 1954.

The new yards are two and one-half miles south of Billings Bridge.

This month's move is the first result of the long term plan to relocate the railways in Ottawa in conformity with the National Capital Plan.

First to move over the new track will be manifest freight bound from Montreal to Western Canada.

One or two tracks on the cross-town and Chaudlere lines will have to remain open for the present to handle the factories and shipping depots along the way, but the FDC expect the whole of the CNR's Bank street yard operations will be moved out in 1954.

They will then be able to lift the tracks and start work on the parkway from South March to Hurdman's Bridge

17/11/1953 Ottawa Citizen Walkley Line

CNR Belt Line To Operate On Wednesday

A historic event takes place here Wednesday when the Canadian National Railway belt line from Hawthorne cut-off to the Hunt Club is put into operation for the first time.

This is the beginning of the end for the 'cross town tracks. Ultimately all the through freight will be routed around Ottawa this way and the passenger service is also destined to travel this route.

The Canadian National normally puts its manifest freight, a "highball" fast rolling train through Ottawa about 5 a.m. Efforts are made to hold back the manifest No. 401 and bring her through later.

It is hoped that some ceremony can be made of changing the crews and making the routine inspection.

After that date, through freights will start to use the Belt Line. It is hoped that by next year it will eliminate the necessity of through freights coming into Ottawa at all.

Inaugurate Walkley Road Railway Yards

Inauguration of the CNR belt line and railway yards on the Walkley road will take place at 9 a.m. tomorrow. Members of the Federal District Commission and CNR officials will board a special car at the Bank street yards and precede a freight train to the new yards which are south of Billings Bridge. The new yard office and equipment will be inspected.

Major General Howard Kennedy, chairman of the federal district commission, will lead the FDC group as the new belt line and yards is the work of the commission under the direction of S.B. Wass, railway engineer.

The new yards are expected to be in complete operation next year and will mean the dismantling of the Bank Street yards except for two tracks.

Tomorrow night the Federal District Commission will honor Jacques Greber, it's consultant and author of the National Capital Plan. A dinner will be held at the Chateau at which Mr. St. Laurent will speak.

18/11/1953 *Ottawa Journal**Walkley Line*

Caption to picture

ORDERS IN HIS HAND Conductor George Stewart of the CNR Montreal-Winnipeg fast freight, hands over instructions to Engineer Charles Veniot this morning when, for the first time, Ottawa new railway yards on the Walkley road were in operation. Other members of the train crew, fireman Charles Cummtng and brakeman Ray Brown watch with interest and below are members of the official party which Inspected the yard.

19/11/1953 *Ottawa Citizen**Walkley Line*

First Train Runs Over New Cutoff

Railway history was made today when the first Canadian National freight train passed over the new so-called Belt Line from Hawthorne to the Hunt Club. In the presence of important Federal District Commission, railwav. and government officials, high speed manifest No. 401, Winnipeg-bound from Montreal, moaned her way across the new switch, and headed off west toward Bank Street.

An Historic Moment

"This is an historic moment," exclaimed Jacques Greber, Town planner who originally projected this new line. Greber, as he focussed his own camera on the train snaking slowly across the brand new rails.

The twin green-and-gold CNR diesel 9038 and 9039, headlight still burning in the warm, hazy morning, quickly picked up her 61 loads and 18 empties and began fish homing her way across the flat Carleton acres, bound for the main line tracks out the Bowesville Road near the Hunt Club.

The cut off means that all through freight trains will detour round Ottawa from Hawthorne to the Hunt Club, and the trains will be serviced, while the crews change, at the new yards near the Spratt Farm off Walkley Road.

Historic Orders When the first Canadian National freight travelled over the new cut off from Hawthorne to the Hunt Club, a distinguished group was on hand to witness the first train over the new tracks. Here Conductor George Stewart hands up his orders to Engineer Charles Veniot. Looking on down below are, left to right: Gen. Howard Kennedy, chairman of the Federal District Commission; Aid. Alex Roger, representing the city of Ottawa; Conductor Stewart; N. A. Walford, general manager, Central Region, CNR; Mrs. Cora Casselman. Edmonton, member of the FDC; Jacques Greber, special town planner for Ottawa; and Charles Cowan, chairman of the National Capital Planning Committee.

Photo by Newton

10/11/1956 *Ottawa Citizen**Walkley Line**McCarthy Road*

Uninjured When Auto Hits Train

Two persons escaped possible serious injury late Saturday afternoon when their auto plowed into the side of a slow-moving freight train at the McCarthy Road CNR crossing.

Passengers in the car were George Theodore Zeppa, Box 169, Billings Bridge, and Miss Jacqueline Albert, 18, of no given address.

Earl T. Cooper, of Blossom Park, engineer on the train, said the engine passed the crossing at a speed of about 25 miles an hour when he suddenly heard a crash at the rear of the cab. Zeppa's car had hit the rear of the engine and was flung back 15 feet off the road.

Cooper said the engine's whistle was blowing and the bell was ringing as the train passed the crossing.

Zeppa told police he was trying to avoid another vehicle and his attention was taken up as he approached the crossing.

Damage to Zeppa's car was estimated at \$1,000.

11/06/1957 *Ottawa Citizen**Walkley Line**Conroy Road*

Train Crashes Truck, New Canadian Hurt

A 25-year-old Dutch immigrant as seriously injured when his truck slammed into a slow-moving freight train at a CNR level crossing on the Conroy Road just south of the Walkley Road at 6.03 last night.

Police say Gordon Van Altina apparently looked in one direction as he approached the one-track crossing and saw another train which was stationary.

Thinking he was safe, he drove on and struck the west-bound diesel engine of the 10-car Montreal-Ottawa freight which was travelling at five miles per hour.

Mixed Up Trains

The other train was standing facing east on a siding some S00 yards west of the crossing.

Van Altina was driving north on the Conroy Road, heading for his home on the Russell Road after picking up a load of bricks for the Hollandia Landscaping Company where he works.

His truck was wrecked and the steering wheel jammed against his chest. He was removed by the crew of the train vch he had rammed. He was taken to General Hospital where he is being treated for undetermined internal injuries. His condition is "satisfactory".

Police said there is no warning signal for northbound traffic. The accident was investigated by Constable Peter Grollman.

12/05/1959 *Ottawa Citizen**Walkley Line*

"Train Runs Wild" Spills

At the CNR Walkley Road yards the wind sent five box cars and a caboose rolling along a siding and into the main line where a boxcar was derailed. In the Central Control office flashing lights on the dispatcher's office warned of the run-away train

The cars rolled down to Hawthorne Avenue where a car was derailed and the run-away cars stopped. But it blocked the main line just before the Super Continental, Montreal bound passenger train arrived. Ottawa passengers were brought to Union Station by taxi but the crack passenger train was held up for 90 minutes..

Runaway freight cars.

Six C N R freight cars, one of them a caboose, were moved out of the Walkley yards by the force of the wind. Some of the cars had been braked, but they skidded along with the rest of the rolling stock and on to the main line.

The caboose broke loose and started on a two-mile mile downhill run toward Hawthorne under wind power.

One of the other cars derailed and stopped the remaining four.

The Super Continental, coming in to Ottawa from Montreal, was safely stopped by the railways traffic control system and delayed one hour and 25 minutes.

Passengers were brought in to Ottawa by taxi cabs.

Boxcar topples over.

On another siding at the Walkley yards, an empty box car was set rolling by the wind until it toppled over.

10/08/1959 *Ottawa Citizen**Walkley Line*

Will Drop CPR Train

The Board of Transport Commissioners today gave permission to the Canadian Pacific Railway to abandon passenger service on the Ottawa-Waltham line. '

Signed by Rod Kerr, Chief Commissioner, the decision terminates service for passenger trains after almost 70 years. It is understood that the Canadian Pacific will terminate passenger service on "The Pontiac" as soon as they can give 30 days' notice to the public. It may come before the fall time changes go into effect. Express will be handled three times a week by way freight, and two other days by truck.

11/12/1959 *Ottawa Citizen**Walkley Line**McCarthy Road*

Survives Car, Train Collision

Charles H. Browri, 60, of 7 Guerin Crescent, NRR2, Ottawa, escaped with minor injuries yesterday when his car collided with a CNR train at the McCarthy Road crossing.

Police said the Brown car failed to stop in time to miss the moving yard diesel at 2.15 p.m. Thursday. The car ran into the tail end caboose.

Brown was treated for lacerations and shock and released from Civic Hospital. Damage to the car was extensive. Constable J. V. Johnston investigated.

04/01/1965 *Ottawa Citizen**Walkley Line*

Brakeman's leg crushed

A 42-year-old Canadian National Railways brakeman was seriously injured Saturday morning when his right leg was almost severed in a siding mishap near the Loeb warehouse on Industrial Avenue

Floyd Presley of 217 Strathcona Ave. is in satisfactory condition at Civic Hospital where doctors expect to save his leg.

Police said Presley was standing on a ladder near the back of a stationary freight train when he gave the go-ahead signal to the engineer.

When the train proceeded forward Presley's right leg was crushed against the boxcar when it came in contact with a large pile of ice de-side the track.

After being dragged past the pile of ice, just removed during refrigerated-car cleaning operations, Presley fell to the ground.

Railway officials are investigating the accident.

15/04/1966 *Ottawa Citizen**Walkley Line*

Safety lax in rail death

An Ottawa coroner's jury, looking into the death of a Canadian National Railways car inspector, asked that the railway instruct its foremen to "impress" upon their men the importance of safety.

The recommendation came Thursday night as the result of an inquest into the death of Peter Bartlow, 54, of 2476 Kaladar Ave., who died early Feb. 18 of acute loss of blood while working in the CNR's Walkley Yards.

The verdict was that Bartlow died after he was "run over by a freight car which was moved when the train was being made up."

The verdict added that "no blame is attached to any person in this accident as the cause would seem to be that safety regulations of the railway were not followed."

Testimony indicated that Bartlow, inspecting a part of a train that included 21 tanker cars, had not lit a warning blue light to indicate that he was working in the area.

Clayton Beatie, the car inspector working with Mr. Bartlow, said he arrived at the site of the tanker cars just after the victim and just in time to hear a bang as the cars moved unexpectedly. He then ran around to find Bartlow severely injured.

Coroner Dr. J. A. Thomson, in addressing the jury, said he thought the accident followed the adage "familiarity breeds contempt" and occurred because procedures were lax

09/08/1967 *Ottawa Citizen**Walkley Line*

Aldermen complain about trains

Noisy trains are becoming a major nuisance in the southeast area of Ottawa, two aldermen said Tuesday night.

Aldermen Don Kay and Charles St. Germain said increased rail traffic is causing grave annoyance to residents and disrupting entire sections of the city.

The noise of shunting and horn-blowing in the Walkley Yards is keeping residents awake all night in the Elmvale, Urbandale and Hawthorne Meadows districts, said Aid. Kay.

"I have checked with several doctors and the noise is an actual danger to health and well-being," he said.

Ald. St. Germain said 27 trains per day were now moving through East Ottawa.

"Something must be done about this," he said. "There is a limit to what human beings can stand."

31/03/1969 *Ottawa Citizen**Walkley Line**Walkley Road*

Slow freight hits car

An Ottawa man escaped with only cuts and bruises when his car was rammed by a freight train on the Walkley Road.

Riverside Hospital officials list the condition of Frederick Norman Pope, 57, of 1055 Harkness Ave., as good.

City police say Mr. Pope's car was travelling east on Walkley when it hit a northbound Canadian National Railways freight train operated by George Andrew Carrie of 52 Mac Laren St. Mr. Carrie told police the train was travelling at about 10 miles per hour.

Witnesses said both signal lights and warning bells at the level crossing were working at the time of the accident at 9.10 a.m. Sunday.

Damage to the small imported car was estimated at \$1,500.

16/02/1971 *Ottawa Journal**Walkley Line*

Six Cars Of Train Derailed

An ice build-up and drifting snow from the weekend storm has been blamed for the derailment early today of a freight train on the Walkley rail line, near

Russell Road. There were no injuries. Six cars of a CNR freight train, departing the Walkley marshalling yards, left the tracks at 2.35 a.m. A CN spokesman

said the derailment would cause few problems for other rail traffic and other trains are currently being rerouted around it. Repair crews from Montreal had put

four cars back on the rails by noon today and a CN spokesman said the track should be cleared by evening. The spokesman said there would be an investigation to determine why the snow built up at that particular point.

BLAME IT ON THE STORM

An ice build-up and snow drifts from last weekend's 22-inch snowfall have been blamed for the derailment early Tuesday of six cars of a CN freight train in Ottawa's south end. Rail traffic was re-routed around the site on the Walkley Line near Russell Road and repair crews from Montreal, seen here at work, had the cars back on the rails by evening. (Journal Photo by Dominion Wlot)

26/10/1973 *Ottawa Citizen**Walkley Line*

2 escape unhurt as train hits car

Two people narrowly escaped injury Thursday night when their car was struck by a train at a crossing and dragged 138 feet along the tracks.

The accident occurred - shortly after 8 p.m. when a CPR freight train backing slowly into the train yard near Walkley and Sheffield Roads hit a car driven by Hugh Albert Brown, 50, of 25 Central St., Athens, Ont.

Mr. Brown, visibly shaken by his narrow escape, said he was unaware that the Walkley Road extension came to a dead end on the tracks.

"I didn't know quite where I was. I thought the road went on through, but I found out it doesn't," he said, shaking his head.

Conductor Fern Audet, who was in the caboose of the seven-car train, was the first to see the car.

"I thought it would stop, but it just kept coming across the tracks, I plugged it (stopped the train) but it takes a while to come to a complete stop," he said.

"They were lucky we were only going seven or eight, miles per hour," engineer Chester Shellhorn said.

Although neither Mr. Brown nor his passenger, Evelyn Deslauriers, of 992 Charlebois St., Ottawa, was injured, his 1970 Mercury was wrecked.

The train struck the left rear door of the car, completely caving it in and doing about \$1,800 damage.

"It's a miracle they got out of that one alive and without even a scratch," commented CPR fireman Lorne Blackburn, looking at the wrecked car.

29/06/1976 *Ottawa Journal**Walkley Line*

The freight train robbery

Three juveniles were arrested Monday following a break-in and theft from a freight train which was parked on a siding in the city's south end.

Police said the three boys, ages 12, 14 and 15, broke into the railway freight car overnight while it was parked on a siding at Banff and Ledbury Streets.

Police recovered camping equipment and several citizen band radios valued at about \$4,000 when they arrested the boys.

24/05/1978 *Ottawa Citizen**Walkley Line*

Whack

A car is towed away after being struck by a train at an Industrial Avenue railway crossing Tuesday afternoon. A passenger in the car, Michael Massia, 14, of 1506 Station Blvd., was taken to hospital with minor injuries.

Picture shows CNR 1303

24/09/1981 *Ottawa Citizen**Walkley Line*

Operation Lifesaver Kicked off with a bang

On Tuesday morning, Transport Canada, in co-operation with the Canada Safety Council, the Canadian Transport Commission and the Railway Association of Canada, crashed a train into a car at a level crossing to show that level crossings are dangerous. There was more to it than that, of course. This is how it went.

At nine in the morning a small group of journalists boarded an OC Transpo bus at Parliament Hill to be taken to the Museum of Science and Technology. A man from Transport Canada stood up and announced that this exercise, the train crashing into the car, was called Operation Lifesaver. "We hope you have a safe trip to the museum," he said.

At the museum, press kits were handed out about the train crashing into the car. Operative Lifesaver would last five years. Several dozen officials wearing nametags were in the room with the museum's old trains. A piece of paper marked "attendance sheet" was on a small table. Five people had signed it.

A podium had been set up in front of CNR locomotive 6400, which had pulled King George VI around Canada in 1939. Roger Cyr, national director of Operation Lifesaver, introduced R.S. Allison, president of the Railway Association of Canada, who thanked ladies and gentlemen for coming here today. E.J. Benson, president of the CTC, said it gave him great pleasure to take part in the opening ceremonies. Jean-Luc Pepin, the minister of transport, explained why he took time off from his busy schedule.

The speeches were accompanied from time to time by tape-recorded train noises and, once, a ship's bell. A mock-up of a ship's bridge is in the same room.

The ceremonies finished at 10 and all the officials and journalists got on two OC Transpo buses. The buses took Albion Road to a level crossing on a dirt road near Rideau-Carleton Raceway.

Everybody got off the buses. There was a car on the level crossing. It was a 1981 Ford LTD., white in color, with two dummies inside, a male driver and a female passenger. Someone said it seemed silly to use a brand-new car, but someone else said the car had been crashed several times already.

A train idled near the 1981 Ford LTD. On the train's engine, the CP of CP Rail was covered over by a large Operation Lifesaver banner. The National Film Board was filming the crash and it was not CP Rail's intention to have its blame figure prominently. Originally it was planned to cover the CP insignia on all the train's cars, but this would interfere with air intake.

It was raining hard and nothing happened for half an hour. The Gloucester Fire Department arrived and asked if there was gasoline in the car. There was not.

A car drove up, bearing a sticker identifying its owner as a member of the Hazeldean Kiwanis Club. Someone asked him how he got through the roadblock. Near the tracks were several men in white hard hats. Later, a Gloucester Police car drove up at high speed and a man in a yellow hard hat got out. Also in attendance were representatives of Andy's Towing Service.

At 10:50, W.L. Higgitt, former commissioner of the RCMP and now president of the Canada Safety Council, climbed into the cab of the locomotive to make a speech. The first line of his speech, according to the text, was "Ad-lib re weather, journey, etc." No one heard what that ad-lib re weather was, because poor amplification made his remarks inaudible.

People moved back behind a rope. The train tooted its whistle and backed up until it was out of sight. An NFB man turned on a camera inside the 1981 Ford LTD. The warning lights at the level crossing went on. At 11:10, the train appeared, doing 25 miles per hour.

It crashed into the car. The car was badly damaged and pushed down the track. The people got back on the OC Transpo buses. They knew that this would have happened to their car if it got hit by a train.

Three killed as truck slams into freight train

A pre-wedding party ended in tragedy Sunday when a pickup truck taking three young people home slammed into a slow-moving freight train on a level crossing.

Two men and a woman, all in their 20s, were killed instantly in the crash early Sunday on Con-roy Road near Walkley Road in the southeast Ottawa suburbs, police said.

Their new Datsun pickup truck was demolished after hitting the train broadside in foggy darkness soon after 2 a.m.

The empty CP Rail freight train stayed on the tracks and its crew was unhurt

Since all three occupants of the pickup truck were killed and there were no witnesses, police are uncertain of the cause.

But Ottawa police and CP Rail investigators both say flashing signals at the level crossing were working and the train was already on the crossing when it was hit by the truck.

The danger signals flash automatically when a train approaches, say CP Rail officials.

Dead are Gayle Ter-Mitchell, 28, married with two children; Charles Taylor, 26, married with one child; and Richard Hemming, 23, who was to be married next month.

Ter-Mitchell and Hemming were neighbors on Heatherington Road in southeast Ottawa. Taylor, who police say was driving the pickup truck, lived on Jolliet Avenue in Vanier.

31/10/1983 *Ottawa Citizen**Walkley Line*

Boy loses leg in train accident

A 13-year-old Limoges boy visiting Ottawa lost part of his left leg Saturday when he tried to jump onto a moving freight train and fell under the wheels.

Karl Begin and his younger brother Kirk were playing on the tracks near Bank Street and Ledbury Avenue about 2:30 p.m.

Ottawa police Sgt. Gordon I afoley said Karl tried to jump onto a boxcar when he slipped and caught his foot under the wheels of the CN train.

He was taken to the Children's Hospital of Eastern Ontario, where doctors amputated his leg below the knee. Lafoley said the boy was in stable condition.

The boy and their mother were visiting friends on Ledbury Avenue at a home about 75 metres from the tracks.

Two area residents said they were surprised a child hasn't been injured before.

"There's berry-picking in the summer and a creek down by the tracks," said Judy Ladou-ceur, a mother of two who lives on Ledbury Avenue

"Everybody takes the path (near the spot where Karl was hit) to cross the tracks. The kids arc always down there."

Cathie Kingma, who also lives on Ledbury, said neighborhood children frequently play around the tracks.

18/11/1985 *Ottawa Citizen**Walkley Line*

Teenager killed, two hurt jumping from freight train

It was supposed to be just an adventurous lark for three Smiths Falls teenage friends as they hopped a freight train Saturday morning for a carefree 15-kilometre ride to nearby Merrickville to visit a friend.

But it ended in tragedy when one of the boys died from head injuries he suffered when the three youths jumped from the fast-moving, Montreal-bound Canadian Pacific train at 9:30 a.m.

The train was five kilometres east of Kemptville, about 35 kilometres east of Smiths Falls, when the youths realized the train was on a non-stop trip to Montreal.

The adventure turned into a chilling horror when they decided to jump as the train sped along at about 60 kilometres an hour.

Derek Jordan, 14, the only child of Sharon and Allan Jordan, died in hospital late Saturday, never regaining consciousness after striking his head on the rocky terrain where the boys chose to jump from the back of the tanker train.

The other two youths escaped serious injury: Robert Dumouchel, 14, broke his right leg in three places and Frank MacRae, 14, suffered a broken thumb.

The three Grade 9 students at Smiths Falls District Collegiate Institute embarked on their ill-fated trip at 9 a.m. Saturday.

Having decided to visit a friend in Merrickville, they went to the Smiths Falls train yard and climbed aboard a tanker car.

In their mind, the train would stop in Merrickville and they would hop off, said Marcel Dumouchel, whose son Frank will remain at the Children's Hospital of Eastern Ontario until Tuesday for treatment of his injuries.

But when the train continued through Merrickville and then Kemptville without slowing to less than 60 kilometres an hour, the boys decided to jump, said Dumouchel

"They never did anything like this before. They did not think it was dangerous."

Dumouchel said the three youths were close friends who were always together.

After they jumped from the train, MacRae, the least injured, ran for help to a nearby farm house across a field.

Dumouchel, who was immobilized because of his broken leg, remained with his unconscious friend.

Jordan was described as an average teenager and a "very good boy" by his aunt, Edith Pilon, of Ottawa, who was at the victim's family home Sunday.

Contacted at home this morning, MacRae declined to comment on the accident. Asked if other youths in the area hop train rides, he said, "not that I know of."

Police and CP officials also said such train rides are uncommon.

"I've been here for 12 years and this is the first time I've heard of any such incident," said Paul Jolicoeur, a CP public relations spokesman.

CP police Insp. Bob Veary said the practice was common several years ago when teenagers were in the habit of hitchhiking across Canada, but that it has not been happening in recent times.

Sgt. Larry McMaster of the OPP Kemptville detachment added "that's the first time I've ever heard tell of (youths hopping on trains) down here."

12/02/1990 *Ottawa Citizen**Walkley Line*

Freight trains

On Jan. 14, "Cabooseless" freight trains began running between Montreal and Toronto. A number of these run daily from Montreal through to London, Ont., but CP Rail is only prepared to run "cabooseless" from Montreal to Toronto.

A caboose is at the rear of the train from Montreal so as to be in position for the crew out of Toronto; but the crews out of Montreal and Smiths Falls cannot use the caboose to inspect the rear of the train.

Throughout the public hearings across Canada, CN and CP maintained that they wanted to remove the caboose to save money and that, although this may reduce safety, the reduction would be minimal. If that is the case, what cost is

05/12/2000 *Ottawa Citizen**Walkley Line*

The Holiday Train is back to help fight hunger.

Brilliantly decorated with 6,000 lights, it crosses the nation just once a year.

See it December 6, 5:30 to 6:30 pm, at Walkley Yard.

Enter along Albion Road North, off of Walkley Road.

Festivities include an appearance by actor, singer Tom Jackson. Just bring a non-perishable food item for the Canadian Association of Food Banks.

29/05/2001 Ottawa Citizen

Walkley Line

Rail service cuts truck traffic

Ottawa motorists will have to contend with at least 2,000 fewer transport trucks this summer, thanks to the Ottawa Central Railway's new distribution centre. The new facility allows goods shipped via train into Ottawa to be transferred to trucks and carried short distances to local destinations.

Pulp and paper giant Domtar Inc., the first to use the new arrangement, will transport products from Espanola, near Sudbury, to the new facility on Albion Road South. Then the goods will be transported by small trucks to Domtar's manufacturing facilities in Hull.

"It's a wood-pulp product from a Domtar plant that for years, has been shipped on the highway," said James Allen, general manager of the railway.

02/12/2019 Ottawa Current

Walkley Line

City of Ottawa exploring purchase of two abandoned south-end railway lines

See entry this date for Beacburg.