

# Local Railway Items from Area Papers - Waltham Subdivision

*12/11/1903 The Equity, Shawville Waltham*

The Pontiac and G.V. railways which some time ago became the Ottawa, Northern & Western railway system, has finally become part and parcel of the Canadian Pacific railway system and will be under the direct control and management of the company henceforward constituting a portion of "division four". The change came into effect on Monday of last week. The change involves the abolition of secretary-treasurer, assistant engineer and auditor.

*19/11/1903 The Equity, Shawville Waltham*

The daily express train on the Pontiac branch of the C.P.R. is to be supplanted by a daily mixed train and thus the service is likely to resolve itself into the unsatisfactory state in which it was last winter. An occasional freight will run over the road when traffic becomes congested to the extent that it is deemed necessary. This sort of thing makes anyone who has any business to do with the railway long for the time when the line will be completed through the country, to any old place at all, in order that the stability which it now has all along lacked may be given to the service. When our new railway masters get finished with the line to Dessert, I tis to be hoped they will turn their serious attention to the requirements of Pontiac.

*02/06/1904 The Equity, Shawville Waltham*

On Monday of last week the C.P.R. began a daily mixed train service over the Pontiac line, which will facilitate traffic considerably and will be much appreciated by the travelling public, if the time bill is adhered to throughout as it has been during the past 10 days. The train leaves Ottawa at 7 a.m., arrives here at 10.30 and returns in the afternoon at 3.30.

*16/06/1904 The Equity, Shawville Waltham*

McKee's station on the line of the Pontiac railway has recently been connected with the Ball Telephone system and a central office opened at that place for general business.

*26/08/1904 Renfrew Mercury Waltham*

The C.P.R. have a big gang of men at present engaged on the Pontiac branch, replacing the old fence with Page wire, and improving the line by bringing up its appearance to what is known as "Standard Track." This is taken to indicate that the company must have something of greater importance in view for the Pontiac road than mere local traffic. -- Shawville Equity.

*19/04/1905 The Equity, Shawville Waltham Maryland*

Bristol council. Moved that the secretary shall be instructed to notify the C.P.R. Co. to have the culvert cleared out opposite side road between lots 10 and 11, Range D, north of railway track, east of Maryland station, as it is blocking the water on roadway. Carried.

*19/09/1905 Ottawa Journal Waltham Campbell's Bay*

Washout on the railway.

Train stalled at Campbell's Bay.

The worst rainstorm in years occurred in Pontiac county on Sunday. Early in the morning it commenced, letting up for but a few minutes at a time throughout the day. In the evening it came down in torrents and Monday morning the county roads were in a very bad shape.

At Morehead station on the CPR Waltham branch, trains were blocked until after 1 o'clock yesterday on account of a washout. A gully about twelve feet deep and forty feet wide had a sort of temporary trestle erected supported by ties across it. The rain increased the water running beneath this and soon began to wash away the banks on either side. Finally these fell in, the ties were undermined and washed from their foundation and the track dropped down.

Monday morning the regular train to Ottawa arrived at Campbell's Bay at 7.30 o'clock in the morning but was held there pending repairs. Sectionmen along the line were gathered up and put to work to repair the damage. At noon the train from Ottawa arrived with more laborers and Mr. H.B. Spencer on board. Work was proceeded with speedily and by half past one traffic across the break was resumed. A watchman was placed at the spot until permanent repairs are completed.

As a result of the washout the newspapermen who had been at Bryson for the Laderoute trial were all stalled and the reports of the ending of the preliminary trial were consequently delayed.

*07/12/1906 Eastern Ontario Review Waltham Deschenes*

The power plant of the Capital Power Company at Deschenes was Monday disposed by public auction to the C.P.R. for \$240,000. There were two other bidders, A. Harvey for \$216,000 and Sun Life for \$105,000. The purchase of the Capital Power Company's plant by the C.P.R. indicates that the company proposes at an early date to experiment in the electrification of railways. The line chosen for this purpose would be the Pontiac & Pacific Junction Railway, which runs through Aylmer and Deschenes into Ottawa. For some time past the C.P.R. have been considering the question of experiments along this line but they have been awaiting the results of the New York Central and Pennsylvania Railways.

*14/02/1907 The Equity, Shawville Waltham*

Owing to the run on engines in this stormy time we understand the freight engine was run up this line on Monday with a plow, and on returning the latter got derailed at Aylmer. On Tuesday we had a freight however.

*11/03/1907 The Equity, Shawville Waltham*

On Friday last the locomotive of the mixed train gave out a few miles above Campbell's Bay, and it was some time before it could be got down to that point, where it was side tracked for repairs. An extra was sent up from Ottawa at night to haul the freight train to destination. Passengers who were aboard when the engine gave out came on from C. Bay to Shawville by stage.

*11/04/1907 The Equity, Shawville Waltham*

The mixed train coming east on Monday afternoon had a run off about a mile west of Campbell's Bay. Several freight cars - mostly containing pulpwood - left the rails, and ran along the ties a considerable distance before the engine coupling broke. A wrecking train and crew went up to the scene of the accident about an hour in advance of the express, to clear the line and to repair the road bed. The accident impeded traffic for several hours.

*27/06/1907 The Equity, Shawville Waltham Campbell's Bay water*

The C.P.R. are putting up a new water tank and a dwelling house for the section foreman at Campbell's Bay.

*08/08/1907 The Equity, Shawville Waltham Shawville*

The local gang of railway section men have been reinforced during the last few days by a number of Italians, and considerable track repairing has been undertaken. A new switch has been put in the yard here and it is said a new platform is to be built at the station. It is needed.

**09/01/1908    The Equity, Shawville    Waltham**

The new mail service by the mixed train began on New Year's Day, and so far as Shawville is concerned, necessitates a couple of extra trips per day to the station by the mail courier Mr. C. Caldwell, who has the contract. As the bus will be used to make these trips, the travelling public who visit Shawville by this train will now have nothing more to complain of on the score of accommodation, although the uncertainty connected with the arrival of this train, will make the work of meeting it twice every day a rather time consuming job.

**10/02/1908    Ottawa Journal    Waltham    Deschenes**

The Pontiac mixed train, due at Ottawa at seven o'clock Saturday night and which was considerably delayed by the storm, met with an accident near Deschenes at one o'clock yesterday morning, by which several freight cars were derailed and the track blocked for several hours. Showing up near the switch at the east side of the Hull Electric Company's barns, the train had scarcely passed the siding when the freight cars following the engine jumped the track and scattered their contents, which was mostly lath and cordwood, over the roadbed. Fortunately the engine and coaches in which a number of passengers were travelling remained on the track and no one was injured. Word was sent in for the wrecking train but the latter was also unlucky, for when but a short distance from the scene, it became stalled through the accumulation of snow on the tracks, and it was only after considerable delay that it forced its way through and the work of clearing of the debris was commenced.

It is thought that the derailment was caused by surplus snow packing between the rails.

**13/02/1908    The Equity, Shawville    Waltham    Deschenes**

A broken rail was responsible for an accident to the Pontiac mixed train which was due to arrive at Ottawa at 6 o'clock on Saturday evening. While rounding a curve near Deschene a rail broke after the engine and tender had passed over it and four freight cars and one passenger car were derailed. The cars rolled into the ditch and remained there until Monday morning when they were replaced on the tracks by the wrecking train which was despatched from Ottawa. No one was injured as there were few passengers in the coach. They received a severe shaking up as the passenger coach was thrown into the ditch as well as the other cars. The track was blocked in consequence of the wreck and the express on Monday morning went to Ottawa from Deschene on the Hull Electric tracks.

**26/03/1908    The Equity, Shawville    Waltham    Shawville**

A petition is in circulation this week requesting the Can. P. Railway Co. to afford the shipping interests better accommodation here by the construction of standard stock yards.--

**15/04/1909    The Equity, Shawville    Waltham**

A wash out on the track near Ralph's crossing about three miles west of Shawville occurred during the night on Wednesday last and resulted in delaying the down train a couple of hours on Thursday morning. On Thursday night the condition of the spot was even worse, with the result that the up train could not proceed to its destination until repairs were made.

**13/05/1909    The Equity, Shawville    Waltham    Vinton**

The mixed train coming east last Thursday was derailed near Vinton, three box cars and the baggage taking the ditch.

Very fortunately no injuries were sustained although the train crew had a narrow escape. As a result, traffic was blocked for several hours, both on Thursday evening and Friday morning, the eastbound express being held up for two hours on the latter date. A wrecking train and crew came up on Thursday evening to clear the wreck. The derailed cars were damaged to the extent of several hundred dollars.

**02/11/1909    Ottawa Citizen    Waltham    Aylmer**

Suing the C.P.R.,

Woman seeks heavy damages for injury

Lamed for life by leaping from a train whilst in motion at Aylmer in November last, Mrs. John Watters of Eardley brought suit against the C.P.R. in Hull superior court this morning for \$1,999.99 damages. Her claim rested on the allegation that the train was started before all the passengers had a chance to alight, and that three were perforce obliged to jump. She was one of the three. The other two landed safely on the platform, but she fell and was detained in an Ottawa hospital for 88 days recovering from a fractured hip. Her leg in consequence would be permanently stiff. The case for the C.P.R. was that the train stopped a sufficiently long time to allow everyone to get off, and that passengers were warned of the approach to Aylmer by the conductor. When the train had started again gross negligence was shown by Mrs. Watters in attempting to get off. The case is still in progress this afternoon.

Mr. C.J. Brooke appeared for the woman and Mr. T.P. Foran for the C.P.R.

NB. Page one of the Citizen shows the date erroneously as 1990, other pages show 1909.

**02/12/1909    The Equity, Shawville    Waltham**

A gravel train, with its complement of Italians, was at work last week removing gravel from Wallace's Cut, to some point east of Shawville.

**12/05/1910    The Equity, Shawville    Waltham    Shawville**

The C.P.R. are contemplating several important changes in the plan of the railway yard in this village, with a view to facilitate the handling of traffic. The chief changes will consist of the construction of another siding on the south side of the main line, which will extend some distance west of the crossing at Centre street; also the removal or rebuilding of the station on a site about 40 yards east of the present location. The station will be on the main line which will do away with the platform between the tracks at present. The big Crawford storehouse is to be removed to the north side of the yard. A plan of the proposed changes was laid before the members of Council for approval on Thursday last by an official of the company. --

**07/07/1910    The Equity, Shawville    Waltham    Shawville**

Evidences up at the railway yard show that the company now propose to move the station and freight shed to a site within a few yards of the crossing at Centre street, which is not according to the plan of the proposed changes submitted to the council when the privilege was sought to construct another siding across the said street. With station so close to roadway it seems probable that the public will suffer inconvenience from a frequent blockade of cars, and the 5 minute limit may be repeated more frequently during the day than most people who have much driving to do will care to see.

**13/12/1910    The Equity, Shawville    Waltham    Shawville**

In Shawville a staff of men have been engaged making sundry changes in the railway yard, the most important of which is the shifting of the station westward to a location a few yards east of the crossing at Pickanock (or Centre street). Citizens generally regard this change with not a little disfavor, as it is thought it will result in impeding street traffic to an annoying extent on occasions when much shunting has to be done.

Also in the Renfrew Mercury 23 December.

**02/02/1911    The Equity, Shawville    Waltham    Shawville**

Now that the railway station has been removed to what we expect will be its permanent location, citizens are becoming curious to know if the authorities have taken thought at all of the improvement it would make to have the building and surroundings lit by electricity. More.

**08/06/1911    The Equity, Shawville    Waltham**

The weigh-freight [sic] train which has been in commission for several months past, has been taken off the Pontiac line, consequently the regular mixed train has, by increase of work, dropped back to the old go-as-you-please system which makes the average traveller shudder.

**27/10/1911 Renfrew Mercury Waltham Quyon**

What just missed being a fatal accident happened at Quyon station on Tuesday. Thos. Kearns, the station master, and R. Foster were engaged in closing a freight car, the door of which had struck. While Mr. Foster was in the act of striking with an axe the blade glanced off and struck Mr. Hearn on the head near the temple and inflicting an ugly gash and several a small artery. Lost a lot of blood but will soon be alright again. Pontiac Advance.

**07/12/1911 The Equity, Shawville Waltham**

A steam shovel has been operating at Wallace's Cut for some time loading gravel trains which have been hauling to the neighbourhood of Hull. The ditching of a portion of a gravel train about a mile below McKee station on Saturday morning demoralized the train service for the day. The mixed train from Ottawa due here at 10.30 in the morning, stopped at Quyon, and some of the passengers came through afterwards in the van of the gravel train operating west of the run off. The evening express was also delayed for several hours, owing to the time taken in clearing the track. The run off, it is said, was caused by maintaining too high speed while rounding a curve.

**28/12/1911 The Equity, Shawville Waltham**

The steam shovel which has been operating at Wallace's cut for several weeks, taking out gravel for the Hull Electric railway, ceased work and was taken east on Wednesday last. An additional freight train has been in commission on the Pontiac line for some days past, owing to the large amount of hay and other heavy freight that has had to be moved.

**27/06/1912 The Equity, Shawville Waltham**

A gravel train with a big gang of Polacks is removing gravel from Wallace's Cut this week.

**20/02/1913 The Equity, Shawville Waltham**

Comments on Pontiac Railway extension to meet the needs of the people of the western part of the county.

**28/08/1913 The Equity, Shawville Waltham Waltham**

The Exhibition train, sent through the province by the Provincial government for demonstration purposes, visited Waltham on Tuesday last, and the following morning was switched off at the station yard where it remained until 11 p.m. -- The train consisted of two cars, one of which contained a few animals of very ordinary merit and was confessedly a disappointment to the majority of those who went through it. The other car containing the cereal display, was prepared and equipped by the staff of MacDonald College, and gave evidence on every hand of the great work which is being carried on at that institution-- More.

**02/10/1913 The Equity, Shawville Waltham Shawville**

The C.P.R. are operating a gravel train on this section of the road at present, with a view to improvilg the grades in certain places east of Shawville.

**16/10/1913 The Equity, Shawville Waltham Morehead**

On Saturday morning a Polander lost his life in a gravel slide at Wallace's gravel pit, half a mile east of Morehead station. Work at the pit had just been completed when the accident occurred, and the men were preparing to remove the steam shovel which had been operating in the pit for the past two or three weeks. Without warning a huge mass of gravel slid down the slope and buried the unfortunate man, and injured a comrade. The man was dug out as quickly as possible but all efforts to revive him were fruitless. The body was taken to Ottawa on the afternoon train.

**06/11/1913 The Equity, Shawville Waltham Shawville**

The removal of a locomotive from the station here to the line of the C.N.R. near Portage du Fort, is the task which Messrs. Lynch, Peckham and Gorman have in hand this week, and the work is certainly not of the lightning express variety, considering that the "iron horse" only moves one rail length in between breathing spells, and very slowly and carefully at that. The locomotive is a good deal smaller than the ordinary type, and is designed exclusively for railroad construction. She is to be used presently to haul material to make the embankment required between the Bryson road and the approach to the big bridge across the Ottawa, now almost completed. A number of small gravel trucks and a steam shovel complete the outfit. These will be dismembered at the railway yard here and hauled by team to the point where the operations are to be carried on.

**18/12/1913 The Equity, Shawville Waltham**

A telephone system is being installed along the line of the Pontiac branch of the C.P.R.

**24/12/1913 The Equity, Shawville Waltham Shawville**

We understand the C.P.R. authorities have sanctioned the lighting up of the station here by electricity. This will be both a boon to the public and a convenience to the agent in charge.

**12/02/1914 The Equity, Shawville Waltham Shawville**

The effect of last Saturday's furious storm was the tying up of the evening westbound train at the station here until 2 o'clock next morning. The train reached here with the water supply exhausted and was unable to proceed until relief came. This arrived during the night in the form of a snow plow driven by two locomotives with a van attached. This train went over the line in advance of the regular, which completed its trip without further incident. Sunday evening, as the snowplow outfit was returning to Ottawa, it met with the misfortune of getting derailed at the switch at the west end of the Shawville station yard. The run-off occurred about five o'clock, and happily no serious damage resulted. A wrecking train arrived about 10 o'clock and succeeded in putting the plow, engines and van back on the rails in a comparatively short time. Just who or what was responsible for the run-off we are unable to say.

**09/04/1914 The Equity, Shawville Waltham Shawville**

The work of wiring and installing electric light at the railway station was completed last week, and thus an improvement long considered very necessary has been supplied.

**04/08/1914 Ottawa Journal Waltham Aylmer**

The necessity of having an up to date station at Aylmer is a matter which the Aylmer city council have, at last, taken up. Last night, at the regular meeting of the council, the question of the new station was discussed at some length. Councilor Gagne brought up the subject and said that he considered the present structure inadequate and not fit for use. Mayor Bailey offered a good suggestion, urging that the matter be taken up with Mr. H.B. Spencer, superintendent of the railway owning the station, and if some action was not taken, then to bring it before the Railway Commissioners.

**05/06/1915 The Equity, Shawville Waltham**

The mixed train service on the Pontiac line which, for the past two or three months has been running on alternate days only, was resumed daily on Monday of this week.

**07/10/1915 The Equity, Shawville Waltham**

The public of Pontiac will learn with considerable disappointment that the C.P.R. has decided to take off what is commonly called the "mixed" train, starting from Ottawa in the morning and returning in the afternoon. The service is, we understand, to be cancelled entirely, and the people of the district tributary to the line from Waltham to the Capital will have to content themselves with a one train-a-day passenger, mail and express service henceforward. More.

Wreck Due to Cow on Track

Pontiac train on C. P. R. Line derailed but no one seriously injured.

A wreck which fortunately was unattended with loss of life or even serious injury to the passengers or train crew, occurred on the C. P. R. yesterday morning at 9. 15 when the Pontiac train, due in Ottawa at 9. 40, was partially derailed at a point near the Connaught Park race track. The accident was caused through the locomotive, which was in charge of engineer Joseph Murphy, hitting a cow which had wandered onto the track.

Engineer Murphy saw the animal when his train was about 100 yards away, and at once shut off steam and applied to the emergency brakes. The engine, however, carried along by its own momentum, hit the animal and leaving the rails, toppled over on its side into the ditch, carrying with it the baggage and mail cars, which remained up right, but plowed into the embankment.

When the engineer and his fireman, R. Griffith, felt the impact of the collision they at once jumped and managed to get clear of the locomotive before it toppled over. The two were slightly scalded by escaping steam, and also sustained some bad bruises, but the injuries are not of a serious nature, and they were able to board a Hull electric car and come on into Ottawa unaided.

The train was in charge of conductor N. Fullerton and had a fairly large number of passengers who beyond a fright and shaking up escaped without injury, as the three passenger coaches remained on the track.

Word of the accident was sent to the Hull electric car barns at Deschenes and the company sent down two cars, in which the passengers from the wrecked train were taken on to Ottawa.

The C. P. R. officials in Ottawa telegraphed to Smith's Falls for a steam crane to place the locomotive back on the track, and traffic will not be delayed more than a few hours.

This is the second occasion upon which engineer Murphy, who resides in Rochesterville, has been in a wreck. He was the engineer on the Pontiac train which was wrecked three years ago, while backing into Ottawa, when five people killed and a number injured.

04/11/1915 *The Equity, Shawville* Waltham

As a result of strong representations made to the Railway Commission and the Company, the C.P.R. have put on an extra tri-weekly train service on the Pontiac line, commencing Monday November 1st. The trains will run on Mondays, Wednesdays and Fridays of each week until further notice.

08/06/1916 *The Equity, Shawville* Waltham

The service on the Pontiac division of the C.P.R. has been much improved this week by the putting on of a second daily train, which is being run on faster time than formerly, thus leaving Ottawa at 7.30 a.m. the new train reaches Shawville at 9.28 and Waltham at 11.00. Returning leaves Waltham at 1.00 p.m., Shawville 2.15, arrives Ottawa 4.10 p.m.

18/01/1917 *The Equity, Shawville* Waltham

The Board of Railway Commissioners have decided on a drastic move; they have used the wide powers with which they are vested and have caused the cancellation of hundreds of passenger trains all over the country. -- This move offers a probable explanation for the cancellation of the "mixed" train on the Pontiac line.

09/05/1919 *Arnprior Watchman* Waltham

Last week a large party of C.P.R. engineers arrived at Chapeau [sic] and it is understood will be engaged for a month or more locating the proposed extension of the P.P.J. line from Waltham to Chalk River. Just what route will be followed in making the extension of this line is not known but it is believed that Sheen, Chichester and Chapeau will be served, and the people of these communities are looking eagerly to the result of the survey.

08/01/1920 *Ottawa Journal* Waltham Aylmer

As the result of a recent conference which Mayor Therrien of Aylmer had with the officials of the CPR, a new railway station will be built in Aylmer next spring. Already, the new site has been surveyed and other preliminaries attended to. The old station, which has done service for a great number of years, is not [sic] considered obsolete, and all the residents will greatly welcome the creation of a modern building.

10/08/1921 *Ottawa Journal* Waltham Aylmer

Account of Aylmer fire. No reference to the railway or station.

Ottawa Journal August 11:

--Damages caused by the conflagration to the trolley system of the Hull Electric Company at Aylmer is estimated by Mr. G.G. Gale, general manager of the company, at \$2,000.-- The damage done to the trolley system only extended for a short distance on Main street approximately 700 feet. . Fourteen hundred feet of trolley wire was destroyed and 14 posts were burnt to the ground. Repair gangs were at work all last night and this morning repairing the break and replacing posts to enable the service to be resumed along Main street this afternoon.

Latest report from Aylmer was to the effect that the cars would travel through the town route instead of by the lake shore by 3.

This account contains a very full description of the buildings lost and the C.P.R. station is not included.

03/11/1921 *Ottawa Citizen* Waltham

Louis Pudney, of Fort Colonge, Pontiac county, employed with the Davidson Lumber Company at Davidson's, yesterday fell and broke his knee-cap. He was brought in on the Pontiac train and conveyed in Woodburn's ambulance to the Rideau street hospital. where it was found he will have to undergo a minor operation.

23/05/1922 *Ottawa Citizen* Waltham

Mr. C. Lalonde, residing on the Aylmer road, lost a valuable colt under peculiar circumstances yesterday afternoon, the unfortunate animal being drowned in the Ottawa river and its body was carried over the Chaudiere falls. Mr. Lalonde had let the colt out in a pasture on the Aylmer road bordering on the river on one side and the C.P.R. tracks on the other, it was its first outing, and when a C.P.R. train went snorting past the colt became terrified and racing for the river plunged in and getting outside the log booms was caught in the tug of the current in the main channel and went under, battling bravely for some time.

21/07/1924 *Ottawa Journal* Waltham Deschenes

The nickel processing factory at Deschenes was closed today.

13/07/1926 *Ottawa Journal* *Waltham*

**BOOTH EMPLOYEE IS CUT IN TWO BY C.P.R. TRAIN**

Israel Robillard. Aged 59, 95 Boulevard St. Joseph, Hull, an employe of the J. R. Booth Company, was instantly killed yesterday afternoon at 5 o'clock, when the engine of the C. P. R. Ottawa-Waltham train. No. 381, ran over him at the intersection of the C. P. R. tracks and the Aylmer Road. The body was completely severed, the trunk being found between the tracks and the lower part to the right. An inquest will likely be opened at Gauthier's Undertaking Parlors, Hull, this evening by Dr. Joseph Isabelle, Hull district coroner, who was called to Notre Dame de Laus yesterday afternoon to investigate the death of Mathias Morin. Police are of the opinion that Robillard may have noticed the train approaching and tried to hurry across the tracks ahead of it. In doing so he was evidently caught by the train and carried about ten feet when he fell on the track, being cut in two. That such is the case is born out by the position of the body when picked up. Robillard is known to have been somewhat deaf. Owing to the time of the accident, and the general traffic on the Aylmer road there was a lengthy line of cars stopped shortly after. The body was removed to Gauthier's Undertaking Parlors where it will remain until the opening of the inquest this evening by Dr. Joseph Isabelle. Mr. Robillard is survived by his widow and two small children.

13/07/1926 *Ottawa Citizen* *Waltham*

**Believe shortcut was fatal for Hull man**

Israel Robillard, returning home from work at Booth plant, is victim of horrible accident. Israel Robillard, employee of the J. R. Booth Company, married, residing at 95 Boulevard St Joseph, Hull, was instantly killed, and his body was most horribly mutilated, when he was struck on the Pontiac crossing on the Aylmer road yesterday afternoon by the outgoing C. P. R. Pontiac train from Hull. There were no eyewitnesses to the accident as far as can be learned, but it is believed that the unfortunate man was taking a shortcut to his home, and was walking on the tracks near the crossing when the train appeared. Why he did not see it or hear it approaching, nobody knows, but the locomotive struck him squarely and he was thrown under the wheels, the greater part of the train passing over the body before it was brought to a standstill. Neither member of the train crew, the engineer, Mr. Joseph Gilchrist, 25 Grant street, or the firemen, Mr. Thomas Davidson, saw the man on the tracks. They realized, however, that they had struck something, and after the train had been pulled up and the Conductor A. E. Wright walked back, the severed body of the unfortunate man was discovered within 15 feet of the crossing. Gauthier's ambulance was summoned and the remains, on the order of Coroner Dr. Joseph Isabelle, were removed to Gauthier's undertaking parlours, Hull, where an inquest will be opened this evening. Mr. Goulet, foreman for the J. R. Booth company under whom Mr. Robillard was employed, stated that the latter had asked permission to go home early and had left about five o'clock. The accident happened 20 minutes later. The late Mr. Robillard was married and leaves beside his grief-stricken widow, two small children. The engineer of the train stated that when approaching the crossing he had sounded the whistle on the locomotive, the bell was ringing, and in addition, an automatic bell at the crossing was sounding a warning of the approaching train. How, under these circumstances, Robillard failed to know of its approach is mystifying the authorities.

20/07/1926 *Ottawa Citizen* *Waltham*

**NO BLAME FIXED ON ANYONE FOR DEATH HULL MAN**

Coroner's Jury Finds Late Israel Robillard, Who Was Struck By C.P.R. Train, Died Accidentally. At the inquest conducted last night at Gauthier's undertaking parlors, Hull, by Coroner Dr. Joseph enquiring into the death of Israel Robillard. aged 69 years, an employe of J. R. Booth Company. formerly residing at 95 Boulevard St. Joseph, and who was instantly killed on July 12 by the C. P. R. Ottawa-Waltham train No. 381 at the intersection of the C. P. R. tracks and Aylmer road, the jury rendered a verdict of accidental death. In making their verdict, the jury exonerated the train crew of any responsibility. The train crew and several eye witnesses were called upon to testify. The first witness was Joseph Gilchrist, the engineer, of 25 Grant street, Ottawa. He testified that there was no bell at the intersection. but that a clear view of any on-coming trains could be had from the crossing. The train, he maintained, which was coming from Hull West station, was travelling at about 10 miles an hour. As the crossing was reached the bell was operated and the whistle blown. The first intimation he had of the accident was when he heard a strange noise and when the train was stopped at 140 feet from the crossing a man was seen under the wheels. The next one to testify was Thomas E. Davis, the fireman, of 469 Parkdale avenue, who had been on the run for four years. He stated that he was not in a position to see anyone near the crossing at the time, as he was busy firing to meet the extra pressure required for the up grade. In his evidence, Mr. A. E. Wright, the conductor, of 181 Cameron street, stated that the train was not exceeding 10 miles per hour on the heavy grade at the time of the accident. Proof of the slow rate of speed was amply demonstrated, he stated, in the train stopping up within 140 feet. As he was occupied with his duties, he was unable to see what was going on outside. Other witnesses gave evidence to the effect that the train travelled slowly, the bell rang, and the whistle blew just before reaching the crossing.

03/09/1926 *Ottawa Journal* *Waltham* *Aylmer*

Fire which broke out in the sheds to the rear of the CPR station, Aylmer, shortly after noon for a while threatened a large section of Front street. One residence and adjacent sheds were completely demolished and nearby residences suffered damages from sparks and smoke. The damage at 2 o'clock was close to \$13,000, the fire then being under control. Sparks from a passing engine are thought to have been responsible for the fire which began in the sheds to the rear of the home of Roland Cardinal, Front street. More.

23/11/1926 *Ottawa Journal* *Waltham* *Deschenes*

Large paper mill costing in the vicinity of \$4,000,000, on the Fraser property, between Deschene and Aylmer, is now considered a certainty.

24/11/1926 *Ottawa Journal* *Waltham* *Aylmer*

The Canadian Pacific Railway station at Aylmer was destroyed by fire breaking out shortly after one o'clock this morning, with a loss estimated at \$7,000 or more. The waiting room and office were burned practically to the ground but excellent work on the part of Fire Chief Telespore Lortie and his volunteer fire brigade saved the freight sheds at the north of the waiting room from the flames. Damage in the freight sheds was confined wholly to loss due to water. More.

07/12/1926 *Ottawa Journal* *Waltham* *Deschenes*

Nickel plant to be re-opened in near future. Old British American Nickel plant at Deschenes purchased by McCallum, Smith and Company from the Anglo-Canadian Mining and Refining Co. More

## OTTAWA-WALTHAM TRAIN IS DELAYED NEAR CITY

The C.P.R. Ottawa-Waltham passenger local, which left Ottawa shortly before five o'clock last evening, was delayed for an hour near the Chaudiere Golf Club through the breaking of a "U" bolt, part of the attachment connecting one of the trucks to the body of the mail car.

The break was noticed by mail clerk and engineer on the train, which was brought to a stop. Not one wheel left the tracks but the break might have caused a derailment had it not been noticed in time. The train was held up while the disabled car was run in on a siding and another car brought from the city to replace it, and its contents of mail and baggage transferred.

21/02/1928 *Ottawa Journal**Waltham**Waltham*

## Four Trainmen Hurt In Crash At Waltham

Engine with snow-plow hits a standing passenger train as brakes fail to take hold

Men from Ottawa and Aylmer suffer injuries.

One Train Crew Jumps To Safety

Four railroad men were injured when a Canadian Pacific Railway snow-plow crashed into the engine of a waiting passenger train at the Waltham terminal of the Pontiac line, 80 miles west of Ottawa, at 6 a.m. today.

The accident is believed by railway officials here to have been caused by faulty brakes on the snow-plow engine. The injured were brought to Ottawa this afternoon after receiving medical treatment at the scene of the crash.

The injured are:

Engineer Joseph Rowe, Ottawa.

Brakeman Frank G. Cope, Ottawa.

Plow Foreman H. Metcalfe, Aylmer, Quebec.

Plowman W. McConnell, Aylmer, Quebec.

Couldn't stop engine.

The snow-plow, running extra, had just completed its work and was being hauled into the terminal. The passenger train due to leave Waltham at 6.20 a.m., had been made up and placed on the main line near the station. Railway officials here, according to information received immediately following the accident, are of the opinion that the engineer of the snow-plow was handicapped by faulty brakes and could not bring his engine to a stop before clearing the engine of the passenger train.

Had the snow plow engine been running at full speed, some of the crew likely would have been killed. The crew on the passenger engine saw the snow-plow approaching and, realizing a collision was inevitable, jumped to safety. Only slight material damage resulted from the crash.

The injuries.

The most seriously injured of the snow-plow crew was engineer Rowe. According to medical reports received from the scene of the accident, he suffered abdominal injuries and a severe shaking.

Plow Foreman Metcalfe had his ribs slightly bruised, while Plowman McConnell sustained several cuts from flying glass. Brakeman Cope, reports stated, had his left hip slightly bruised.

Engineer Rowe resides at 144 Irving Avenue and Brakeman Cope at 1171 Gladstone Avenue. News of the injuries was conveyed to the relatives by The Journal shortly after the accident.

Medical assistance was given at Waltham after Dr. Wood, of Westmeath had been dispatched to the scene.

No passengers.

The passenger train struck by the snow-plow was number 542, due to arrive in Ottawa at 9.40 a.m. from Waltham. Fortunately the train had to just been made up at the terminal and railway officials here informed The Journal there were no passengers on board at the time of the collision. The accident happened 20 minutes before the passenger train was scheduled to leave Waltham for Ottawa.

A relief train was sent from Ottawa, but the service was delayed several hours.

21/02/1928 *Ottawa Citizen**Waltham**Waltham*

## FOUR HURT AS TRAIN WAS HIT BY SNOW PLOW

Two Ottawa Employees of C.P.R. and Two from Aylmer Being Brought to Hospital Following Smash at Waltham.

PASSENGER TRAIN CREW ESCAPED BY JUMPING

No Persons Aboard Train and Railway Authorities Think Brakes Failed to Act.

Four were injured, one seriously and the other slightly, in a wreck on the C.P.R. which occurred at 6 o'clock this morning, when the C.P.R. snow plow, attached to an engine, slid into a standing passenger train head-on, in the C.P.R. yards at Waltham, at the end of the steel on the Pontiac line.

The injured are: Engineer Joseph Rowe, 144 Irving avenue, internal injuries; Plow Foreman Herbert Metcalfe, Aylmer, Que., injured side; Brakeman Frank Cope, 38 Spadina avenue, bruised shoulder and cuts Plowman Walter McConnell, Aylmer, Que., cut about the face and hands,

The injured were attended by Dr. Woods of Westmeath, and will be brought into hospital here this afternoon by the Waltham train, which should have been in around noon and is expected at about 3.30 or 4 o'clock.

The accident happened when C.P.R. extra plow. with Engineer Row at the throttle of the locomotive, was making its way into the terminal yards at Waltham with the temperature at about 25 below zero.

The engineer had applied the brakes in order to lessen the speed of the plow which had been travelling at about twenty miles an hour, but due to either a fault or the intense cold, they did not get a grip on the big drivers of the engine, which with slightly lessened speed slid head-on into the engine of the passenger train which was getting up steam preparatory to leaving for Ottawa in about twenty minutes.

Saved By Jumping.

The engineer James McCleary, and his fireman, of the passenger train, seeing that a collision was imminent, jumped from their engine and escaped unhurt.

When the crash came Engineer Rowe on the locomotive of the plow was thrown heavily and was carried from the cab of his engine in a semiconscious condition by his fireman, and upon examination by Dr. Woods who was telephoned for, was found to be suffering from internal injuries.

The others injured were riding on the plow, and sustained their injuries when they were thrown against the machinery as the engines met.

There were no passengers aboard the standing train, the locomotive of which had a drawbar broken, while the plow was only slightly damaged. That the crews of the two engines escaped serious injury was due to the fact that the passenger train was stationary and the plow was travelling at a considerably reduced speed as it made its way into the yards.

A wrecking crew was at once despatched to the scene of the accident and the work of clearing the track was soon under way, and it is expected the line will be clear in order to permit the overdue Waltham train to reach this city by about four o'clock this afternoon.

May Be the Cause.

Mr. J. Harry Hughes, superintendent of the C.P.R., stated that an official inquiry would be held into the cause of the collision, but that from information at hand he believed it had been due to the brakes on the plow locomotive having failed to act.

Passengers are carried by boat over rail track

Ottawa travellers have a unique experience when Pontiac line is under water.

The train service on the C.P.R. between Ottawa and Waltham at the end of the Pontiac line has been seriously disorganized due to the fact that the Coulonge river has overflowed its banks about a mile east of Fort Coulonge, and the tracks are covered to a depth of nearly two feet in low lying locations.

It was noticed by the C.P.R. trainmen yesterday that the river was rising rapidly, in fact the tracks were covered with water then, but not sufficiently to prevent the locomotive and train proceeding cautiously through the newly created lake.

This morning, however, when the early morning train from Ottawa reached a point about two miles from the village of Fort Coulonge, it was seen by the trainmen that the river had risen considerably overnight.

The engineer on the locomotive at first tried to steam over the waterlogged tracks, but when it was seen the water was too deep it was backed to dry land again and word was sent into Ottawa.

Here arrangements were made for a train to be made up at Waltham which was despatched to the scene of the wash-out, and passengers from Ottawa had the unique experience of being transhipped over the flood from the river in boats to the other train.

The Ottawa train then started back for this city and, while it should have been here for 9.40, it is not in yet, but it is expected to get in this afternoon at two-thirty.

While the river is in flood, a jigger train service will be maintained by the C.P.R.

Residents of Fort Coulonge state that the river is higher now than it has been at this time of the year for many years back, but so far it has not done any serious damage to property along its banks nor to the village.

10/07/1928 *Ottawa Citizen**Waltham**Aylmer*

Narrow escape when train hits rear of wagon

Aylmer grocery man stopped vehicle on C.P.R. tracks before seeing engine bearing down.

Stopping his delivery wagon on the C.P.R. crossing, Albert Street, Aylmer, yesterday morning about 9.30 o'clock, Antonio Mondoux narrowly escaped death when the train, which was rounding the corner, touched the rear of his wagon with the cowcatcher before coming to a stop. Mr. Mondoux was delivering groceries to the home of Mrs. S Gravelle, Albert street, when suddenly his horse started off at gallop. Pursuing the fleeing steed, Mr. Mondoux soon caught up with it, swung himself over the rear of the wagon and pulled the horse to a stop.

Flushed and excited by the heat of the chase, he did not notice until too late that he had stopped his horse right across the C.P.R. tracks and that a train which had left the station about 600 yards around the bend was bearing down upon him. However, due to the vigilance of Robert Carpenter, the engineer, the train was brought to a stop just as it touched the express wagon and no damage was done to the horse, conveyance, or the driver.

06/09/1928 *Ottawa Citizen**Waltham**Fort Coulonge*

Four Young Men Injured As Auto Runs Into Train

At Least One is Reported to Be in a Critical Condition. Car Strikes C.P.R.. Locomotive at Crossing.

PEMBROKE, Ont, Sept. 5. Three severely injured men are patients in the Pembroke General hospital, and another is at Fort Coulonge, and one at least is in a critical condition. These men, two of whom live on Calumet Island, and one in Montreal, were in Fort Coulonge on Tuesday and leaving the village on their return they failed to see or hear the C.P.R. freight train which was running through the village. The car went into the engine of the train and was smashed beyond recognition. The men were attended by Dr. Gauthier of Fort Coulonge, and were brought to Pembroke today.

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A brother of Lemair in speaking of the accident says that the houses on either side of the street where the accident occurred almost meet the track and that there is not a clear vision of oncoming trains. He, however, attributes the accident to the fact that the boys were in a hurry

24/05/1930 *Ottawa Journal**Waltham**Breckenridge*

Struck By Train Albert Fleming, 58 Is Fatally Injured

C.P.R. Building Foreman Hurt Near Buckingham Dies In Civic Hospital-Inquest Is Opened.

Struck by an east-bound passenger train at Brackenridge [sic], five miles west of Aylmer on the Canadian Pacific Railway Waltham line, yesterday morning, Albert Fleming, 58, bridge and building foreman, living at 63 Spruce street, died at four o'clock in the afternoon in the Civic Hospital from the injuries he received.

Mr. Fleming was in charge of a gang of workmen who were repairing a culvert a short distance west of the station at Brackenridge [sic]. Hearing the train approaching from the west Mr. Fleming cleared his men from the track and hurried to remove some of the materials which were obstructing the right of way. Was Lifting Plank.

J. H. Hughes, divisional superintendent of the C.P.R., said Mr. Fleming stooped to lift one end of a plank off the rails. This plank was one serving as a runway for wheel-barrows carrying cement to the culvert. As Mr. Fleming bent over to remove the other end of the plank, the train, which was slowing down for Brackenridge [sic] station, struck his side, throwing him to one side.

There were no witnesses of the accident as the engineer, Thomas Allen, 91 Preston street did not see Mr. Fleming until it was too late. Mr. Fleming's crew of seven men had stepped off to one side of the track while he had gone to the other, so that the train hid him from their sight. A. E. Wright, 181 Cameron avenue, was the conductor in charge of the train.

The train crew placed Mr. Fleming on board the train, which was due at Brackenridge [sic] at 8.42 a.m. and brought him to the city. From the train he was removed to the Civic Hospital. Three physicians. Dr. H. B. Church, of Aylmer; Dr. T. J. Scobie and Dr. L.G. Smith, were called to attend him.

30/05/1930 *Ottawa Citizen**Waltham**Breckenridge*

Jury Returns Verdict Of Accidental Death

Accidental death was the verdict returned by a coroner's jury last night at the police station, which investigated the death of Albert Fleming, 58 year-old Canadian Pacific Railway employe, who received fatal injuries on the morning of Friday, May 22, when he was struck by the fender of a Canadian Pacific train from Waltham to Ottawa, leaving Breckenridge station. Immediately following the accident Mr. Fleming was rushed to the Civic Hospital, where he succumbed to internal injuries.

The witnesses who testified before Coroner R. M. Cairns, M.D., were, Thomas Allan, engineer, and James McCurry, fireman of the train; T. Martin, Edrmond Forcier and B. McCaffery, bridge men, who in their evidence said that they believed that Mr. Fleming, who was foreman of the maintenance of way gang, was struck by the train just as he walked across the track to pick up a stray tool.

08/07/1930 *Ottawa Journal**Waltham*

New Train for use on the CPR Waltham line.

Embodying the latest CPR train development in automotive traction, the CPR's new gas-electric car made a trial trip recently. The car is driven by a 400 horsepower 8-cylinder gasoline engine direct-current electric generator and two electric motors, and is carrying 400 gallons of gasoline. The car can be operated for 400 miles at an average speed of 30 miles per hour, but its maximum is 60-65 miles per hour. The new car will shortly be placed in operation on the Ottawa-Waltham Sub-division of the CPR.

One killed, eight injured at Deschenes Railway Crossing.

Members of swimming party were returning home when auto crashed against train outward bound from Ottawa. Inquest opened into fatality.

One person was instantly killed and eight others had a narrow escape from a similar fate, two of them being seriously injured, when an automobile containing nine Hull residents crashed into the first baggage car of the C.P.R. Pontiac train at Deschenes crossing at 4.40 p.m. yesterday. The accident occurred where the C.P.R. tracks cross Main street. The crossing is protected by an electrically operated warning bell.

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At the scene of the fatality the C.P.R. tracks run parallel to the Ottawa river and the road runs from Deschenes village on the shores of Lake Deschenes to the Aylmer road. The crossing has been the scene of several collisions and several years ago an electric signal bell was installed there at the request of the Deschenes Council. When the scene was visited last evening there seemed to be a clear view of the tracks from the road for a considerable distance either way and visitors were at a loss to understand how the accident happened.

Tells of accident

Maurice Seguin, one of the members of the party who was only slightly injured, in speaking to The Citizen last night told of the accident. "We were returning from a swim at Deschenes where we had spent the afternoon," he said. "There were four including the driver in the front seat of the car, a taxi of the Henry Taxi Company, Hull, and five of us in the back."

"Beatrice was sitting in the front next to the right-hand door with her sister, Pearl, on her knees with someone, I just forget who, sitting between her and the driver, Donat Doucet. In the rear seat were the other five of us. We had enjoyed the swim and I suppose were laughing and joking on the way home.

"I didn't notice that we were coming to the crossing and certainly didn't see or hear any train approaching as that was the last thing in my mind, The first I knew of anything out of the ordinary was the screech of brakes and then we were all thrown on the floor of the car. I was not unconscious and when I managed to get out of the car I saw the train continuing down the track. Later they backed up and set the bell ringing, they said to test it.

Heard bell ringing.

Following the accident last night officials of the C.P.R. stated that their train crew heard the bell ringing. The engineer also claimed that he blew the whistle for the crossing. He could not be questioned last evening as he continued on with his train to Waltham.

Men working in the Hull Electric Company car barns at Deschenes, a few hundred feet from the scene of the accident, stated to The Citizen that they heard the crash and then noticed that the signal bell was ringing. They said their attention was drawn to the bell by the noise of the crash but that they had not noticed it before the crash, while it was probably ringing.

From a reconstruction of what happened at the scene of the accident it would appear that when the car struck the train, Beatrice was thrown through the windshield of the taxi, which was a complete wreck. Her sister was sitting on Beatrice's knee but was only slightly injured. The authorities believe that the younger girl was lifted up and the older girl thrown out from under her.

Mrs. Lecuyer in the rear seat received her head injuries when her head crashed through the roof of the car.

At the scene of the crash the taxi was a total wreck. It evidently struck the baggage car head-on and then by the momentum of the train was swept to the left. It did not turn over but the whole car was twisted out of shape.

Residents of the vicinity of the accident stated that the train usually slows down for this crossing as there have been several accidents there in the past few years.

21/12/1936 *Ottawa Citizen*

Waltham

Wyman

Train off rails near Wyman delays traffic

The Waltham-Ottawa C.P.R. passenger train was delayed for about two hours this morning when two wheels of the locomotive left the rails at a crossing a short distance west of Wyman station. No one suffered injury and no property damage was caused. The train was coming to a stop for the station when the derailment occurred. An auxiliary crew was called from Ottawa and placed the locomotive back on the rails. Ice forming over the rails at the crossing on the Hull-Chapleau highway a few hundred yards from the railway station is blamed for the derailment. Highway traffic as well as the railway line was tied up.

03/05/1938 *Ottawa Journal*

Waltham

Aylmer

Aylmer also decided to protest to the board of Railway Commissioners for Canada against the proposal of the Canadian Pacific Railway company to make Aylmer East, on its line, a flag station. The company has given notice that the station has been losing revenue. The council will seek an opportunity of having a deligation heard in this matter by the Board of Railway Commissioners.

19/04/1949 *Ottawa Citizen*

Waltham

2 Men Injured As Car Crashes Side Of Train

Two Campbell's Bay men were injured severely at 11.30 o'clock last night when the car, in which they were travelling, ran into the side of a moving CPR freight train on the Aylmer road railway crossing, near the Hull Armories.

Admitted to Sacred Heart Hospital in Hull were: George Lee, a Chinese, travelling to Ottawa for a dental appointment, who required 26 stitches to close painful gashes about the forehead and face.

Donat Leguerier, Campbell's Bay, driver of the car, who received knee injuries and a badly cut nose.

Both men were treated at the hospital by Dr. Lionel Pichette, who said neither man was in dangerous condition.

According to police Constables Emille Charpentier and Ernest Lavergne, Hull, the Leguerier vehicle was proceeding east along the Aylmer road towards Hull when it crashed into the side of the moving freight train.

Leguerier told police he "saw nothing and heard nothing" until his car slammed into the moving train.

The force of the impact knocked Lee unconscious and dazed the driver. A few minutes later, two Army men, Lionel Clement, 9 Larosc street, Hull and Gerard Deschamps, 17 Leduc street, Hull, who were passing at the time, pulled both men free from the damaged car.

Sylvio Beaugard, 186 Boulevard St. Joseph, Hull, another passerby, called a cab and notified police.

Damage to the car was estimated at \$500 by police.



## 2 Men Hurt As Car Runs Into Train

Two men are in hospital, one of them in serious condition, after the car in which they were driving crashed into the side of a slow moving freight train. The accident occurred at a level crossing on the Deschenes road over the CPR Pontiac line around 10 p.m. yesterday.

The driver of the car, Richard Cunningham, 32, of the Gardens, P.Q., was reported to be in "very serious condition", suffering from a possible fracture of the skull, possible fractured ribs and other undetermined internal injuries.

The second man, George Young, 37, of Deschenes, was reported suffering from possible fractured ribs and a bad "shaking up".

## Engineer's Report

The engineer of the train, W. Shorthouse of Ottawa, told police that he was travelling about 20 mph as he approached the crossing. Looking ahead he saw one car cross the tracks. Looking again a few minutes later he saw another car approaching.

As it became evident that the second car did not intend to stop, he blew his whistle and then applied the emergency brakes. The car crashed into the engine's coal tender and was thrown approximately 20 feet.

Both men were thrown clear of the car and were picked up about 10 feet from the tracks.

Shorthouse said he had blown his whistle previously for the crossing.

The crossing was indicated by a bell and warning light system. The car was a total wreck.

The victims were removed to the home of Oscar Landry, which is close to the scene of the accident. They were later removed to the Sacred Heart Hospital by Gauthier Ambulance of Hull and Exclusive Ambulance of Ottawa. Emergency treatment was administered by Dr. P. E. Labelle and Dr. E. Douville.

## Give First Aid

Sgt. Gaston Garceau and Constable Marcel Dussault of the Quebec Provincial Police were at the scene of the accident shortly after it happened and administered first aid to the injured men.

The automobile was travelling south on the Deschenes Road when it collided with the train, composed of 12 empty freight cars, which was proceeding from Hull to Waltham. P.Q.

Other members of the train crew were: W. Archambault, Carleton Heights, fireman; M. J. Taman, Ottawa, conductor; and P. R. Charlebols, Ottawa, trainman.

## Tot Killed Playing On Rlv. Tracks

Unaware of approaching danger as he played happily on the CPR tracks in the path of an oncoming train, a two-and-a-half-year-old boy was fatally injured when struck by a locomotive on Saturday afternoon a few hundred feet from his Deschenes, Que., home.

The victim of the accident, Alec Johnston, son of Mr. and Mrs. Clifford Johnston, was sitting between the rails of the tracks absorbed in his play and was either too busy or too young to be frightened by the CPR Ottawa - Waltham train that was bearing down on him. The child had left his home shortly before the accident unnoticed by his father who was in the house within calling distance.

To the engineer of the approaching train J. Eliot, of Montreal, the child on the track at first simply appeared to be a parcel that had been discarded along the rails. It was not until it was too late to pull the train to a stop that the engineer realized that it was a little boy in the path of the train.

He brought the train to a quick stop, within 150 feet, but the youngster had been struck by the cowcatcher of the engine.

He remained unconscious between the two rails suffering a fracture of the skull, while the train passed over without further harming him before it came to a full stop.

From his house the boy's father heard the screech of the train's brakes, and ran outdoors to find the cause of the sudden stopping of the train.

He was alarmed to see the trainmen rushing toward a still figure at the back of the train, and upon following them he found his son lying in the tracks.

## Died En Route To Hospital

The boy was still alive when he was reached by his father, but he died a few minutes later while being rushed to Sacred Heart Hospital by Gauthier Ambulance. Coroner Dr. Gerald Brisson reported that no inquest will be ordered.

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## 2 Dead, 9 Hurt At Shawville

## Motor Scooter Jumped Tracks

## Pulling a Lorry Carrying Many Gang Laborers at Time of Crash

Two men were killed and nine were injured today when a motor scooter jumped the tracks about one mile east of Shawville, Que.

The accident occurred while the scooter was pulling a lorry carrying 15 gang laborers, according to Canadian Pacific Railway officials.

Killed were Dervis Borris, 53, of Vankleek Hill, Ont., and John Armstrong, 55, of Venosta, Que.

All of the injured were brought to the Pontiac Community Hospital at Shawville.

Shawville is on the Ottawa river about 45 miles northwest of the Capital.

Injured in the accident were Henry Spencer, 49, of Venosta, Que.; F. Baron, 19, of Vankleek Hill, Ont.; Albert O'Connor, 23, Venosta; Thomas Williams, 60, Aylmer, Que.; Clarence Messiac, 44, Vankleek Hill; Aurele Gauthier, 19, Blue Sea, Que.; Denis Ladouceur, 17, Vankleek Hill; Alfred Baron, 16, Vankleek Hill, and Maurice Sauve, 23, Vankleek Hill.

The accident occurred on a slight curve and downgrade at 8.15 a.m. daylight saving time

It was noticed by the crew of the Pontiac-Ottawa CPR local when the train reached the scene about 20 minutes after the accident occurred.

The derailment occurred when the scooter and lorry became detached. One of the men, seated on the lorry but with his feet resting on the rear scooter tumbled on to the track.

The lorry struck him and was derailed, spilling the men in all directions, their equipment landing on top of them.

The Pontiac train picked them up, backed into the station and sent word to the hospital to ready itself for the emergency.

Miss Melva Moore, the superintendent, called in all off-duty and special nurses in the town and the town's doctors.

The dead and injured were removed in ambulances and in some cases, it was reported, in private cars.

It was the worst accident to strike the district in some years and townspeople in Shawville were high in their praise for the manner in which the hospital staff answered to the emergency.

All the men - there were reports as many as 30 were aboard the scooter and lorry - were staying in Shawville while working on repairs to tracks in the Pontiac district.

Launch Probe Into Double Rail Fatality

Citizen Staff Writer . SHAWVILLE Survivors today attempted to piece together the weird CPR rail tragedy which took the lives of two men and sent nine others to hospital as a loaded open lorry car derailed about one mile West of here yesterday morning.

But it wasn't a clear-cut picture. Only CPR officials know how or why the coupling connecting the lorry to a motor truck became undone.

But when it fell, suddenly, Dervis Borrlis, 53, of Vankleek Hill, and John Armstrong, 55, of Venosta, plunged forward under the wheels of the loaded lorry to the tracks.

The flat car, loaded with 18 men and tools, jumped crazily over the bodies of the two victims and slipped off the track, toppling the 14 screaming workers to the railway ties and down a 15-foot embankment

List Of Injured Workers

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Picked Up By Pontiac Train

The Pontiac-Ottawa train arrived at the scene about 20 minutes later. Crews picked up the dead and injured and the train backed up to the Shawville station.

The hospital called in all off-duty and special nurses and all doctors available in the area to care for the injured.

In the scramble, seriously injured men were given immediate assistance. Many of the victims could not be treated for several hours after their admittance to the hospital, although they were under constant observation.

"It was as if 100 seriously-injured patients were suddenly dumped into crowded Civic Hospital," one hospital official said.

The CPR immediately ordered a veil of secrecy over the conditions of the victims. No information of their condition was available until more than 12 hours after the accident. However, the Smiths Falls superintendent's office and Ottawa officials were advised of the extent of injuries before noon yesterday.

Working under advice of the CPR legal department, company officials yesterday ordered hospital authorities to keep all newspaper reporters and photographers away from the patients.

Even the slightly injured could not be seen.

Long article on Hilton Mines - very poor legibility

**Building Spur Line Into New Mine Site**

By Fred Inglis Citizen Staff Writer

BRISTOL MINES, Que.- Here In this wild bush country, nine miles southeast of Shawville, two crews of men are busy changing the face Nature gave it, with a single thought in mind - to open what in 18 months' time will be a \$16,000,000 iron ore mine.

First signs of activity are at Wyman, first station east of Shawville, where you see the bunk and cookhouse cars of 73 CPR workmen, busy building a five-mile spurline southward to the mine site. It will branch off from the Hull to Waltham line, just east of Wyman. For four miles it will follow the old road bed of a rail line that served a small scale mine on the same site, about 60 years ago. The last mile of track will curve eastward to the site of the new mine operations. By August this year, train loads of material and machinery for the new new plant, should be passing over the new branch line.

Looking southward from Wyman, you see smoke rising from what appears to be a forest fire. The smoke is from piles of brush, being burned by men of the Foundation Company of Canada hired by the mill owners to build the mine plant as they clear the bushland in preparation for construction of the mine buildings. Move in close to Bristol Mines and you find a brand new village, Bristol Mines Post Office. Drive about a mile farther and you see the skeleton of the former Bristol Mines - only the foundations and rubble of stores and homes moved to the new townsite, to make way for the new mine operations.

All that remains is the small Anglican Church, now used as a temporary office for the Pickands Mather and Company, of Cleveland, managers of the project for the joint owners, the Steel Company of Canada Ltd. and Jones and Laughlin Steel Corporation of Pittsburgh. The little frame church with its stained glass windows is now modernized with fluorescent lights, plug-in telephones and oil space heater.

**Jobs For 300**

By midsummer, about 300 men 11 hired from the district - will be hard at work erecting eight main buildings, building roads, laying water pipes two miles to the Ottawa River, putting up electric light poles, wires and lights; stripping top soil from the open pit workings and getting ready for the mine to open by the fall of 1957.

About 300 men will be required and hired from the local labor pool, to operate the big iron ore mine. Only a handful of key men will be brought in to train the new workers.

The Hilton Mines named for H. G. Hilton, president of the Steel Company of Canada Ltd. owns about 2,400 acres of land here. The actual open pit area is about half a mile by quarter a mile in size. It contains an estimated 15-year supply, based, on processing 9,000 tons of ore per day, to produce 600,000 tons a year of concentrated pellets, containing about 66 percent iron.

**Filled With Water**

The pits and shafts of the 60- year-old mine are now filled with water but standing sentinel over them are two round reddish brick towers looking like historic castle turrets. These are the former kilns, used to burn off sulphur the ore contains. At their base lays the still recognizable hand-operated bellows, used to force the fire in the kilns.

The iron ore is contained in a black granite rock, streaked with beautiful pink, green and yellow colors. It is known as magnetite, which means it is magnetic ore. The iron ore is separated from the granite by a magnetic process. It exists anywhere from the surface to about 10 feet deep and extends perhaps 100 feet deep. The ore calls for drilling, blasting, hauling and crushing under water to the consistency of flour. Most of the moisture is then removed and the ore forms a damp cake containing about nine percent moisture. Since the concentrate cannot be shipped in its powdered form it would blow like talcum powder It is rolled into pellets smaller than a golf ball, put through a pellet furnace to remove the magnetic influence and sulphur, loaded into open freight cars and shipped by rail, one half of it to Hamilton to be made into steel.

**Share In Boom**

Another Quebec firm to share in the boom brought to the Shawville area by the Bristol Mines is the Gatineau Power Co. which will supply an estimated 8,700 horsepower of electricity, required to operate the plant.

Tailings or powdered waste from the mill are pumped to a tailing pond at the southern edge of the mill site. Much water is used in the crushing process and a supply will be pumped from the Ottawa River, two miles south, to a small dyked lake where it will be circulated in a closed circuit, used over and over again, with only nine-percent loss to be replenished.

Key men on the job are H. G. Gerber, superintendent for the Hilton Mines; E. G. "Ted" Stafford, chief clerk for Pickands Mather and Angus Adair, superintendent for the Foundation Company of Canada. Seven new homes to house the administrative staff are being built at Shawville, near the hospital. There will be no bunkhouse or anyone living at the mine property, since all men will be hired from the district and will live at their own homes.

**IRON ORE PLANT AT BRISTOL**

This is what the \$16,000,000 Hilton Mines ore reduction plant will look like when it is ready to operate in the fall of 1957. Iron ore will be hauled by truck from an open pit seen in the background, to the mill where it will be sorted, crushed, the iron content extracted and rolled into pellets. A CPR spur line is being built from Wyman, five miles north, to ship the pellets to the Steel Company of Canada at Hamilton and to Pittsburgh. About 300 men will be employed during construction and another 300 permanent employees will work at the mine and plant. Photos by Inglis

**NEW LIFE FOR OLD MINE**

After lying forgotten for over 60 years, Bristol Iron mine, a few miles east of Norway Bay, Que., never a paying project, is being rapidly transformed into a \$16,000,000 iron ore venture. It will be an important source of raw material for Canada's short supply steel industry. Standing like two gaunt sentinels, in picture at left, are kilns used in 1894 to burn off sulphur content of iron ore. Long abandoned, these towers and crumbling hand bellows, at right, used to force kiln fires, are only traces of old mine workings. Pits and shaft are filled with water, near dilapidated old kilns. Land in this area will become quarter-by-half-mile open pit, ore supply for plant scheduled to start operating in fall of 1957.

**Rotarians Hear Talk On Market**

SHAWVILLE (Special) Guest speaker at the Shawville Rotary Club was Harry Gerber, of the Hilton iron mines at Bristol. Que.

A good attendance of members was present, and a number of visitors included A. Stafford and G. Green of the mine staff, and Allen Adair of the Foundation company. President C. F. Jacques was in the chair.

Mr. Greber said he was glad to have the opportunity of outlining mining plans to such groups as Rotary, so the public might learn quickly of their program. He dealt with the process of producing high grade iron for shipping to the steel companies.

He said that the Foundation company would employ 250 men in setting up the plant, and that when the mine went into production it would employ 250 men on a permanent basis.

Pouring of cement for the various buildings, it is hoped, will start next week, and steel will be put on these foundations to enclose the buildings for the winter.

The finishing touches will be put on so that production can start in November 1957. It is believed, from surveys and assays, that there is enough ore in the 2,200 acres of mine property to produce iron for at least twenty years.

The speaker assured a questioner that nothing would be dumped into the adjacent Ottawa River to pollute the water; but that all fluids and other wastes would be disposed of on their property by the slag dump and disposal ponds.

The speaker was introduced by A. Stafford and thanked by Rotarian H.C. Rowatt of Shawville

Revived Mines at Bristol bring new trade to the area.

Revived Mines At Bristol Bring New Trade To Area

By Vern Bower Citizen Staff Writer

Hilton Mine, Pontiac's newest industry, is transforming an abandoned mining area into an industrial empire. Where formerly only the wreckage of two abandoned kilns marked the site of once active iron mining, buildings of the new \$16,000,000 project are springing up in all direction.

Huge trucks rumble in over the backwoods roads bringing materials and equipment to the site, and a railway spur line leading from Wyman to the mine, connecting with the CPR, is crowded with traffic.

Huge pieces of road building equipment are on the site and plans to construct a new road to the mining area are ready to go into action within days.

Primary crushers, secondary crushers, a surge building, and a rod and ball mill, together with a large boiler house are now well along in construction.

Towering cement buttresses and steel skeletons of large scale buildings, thrust their way skyward where only -a few months ago there was only scrub timber.

At Shawville, some 10 miles away, six staff houses for mining executives are rapidly nearing completion.

Some 250 to 300 men will be employed at the mine when it goes into operation opening date is tentatively set for the fall of 1957.

Mining will be carried out by the use of electric shovels of 4 1/2 cubic yards capacity, operating in open pits. Trucks with a capacity of 23 tons will haul the ore to the plant.

Plans are for the employment of local men where at all possible. There will be no barracks or dining facilities at the mine proper. The men will eat and sleep elsewhere.

Already the impact of the new industry is being felt in the area. Quyon, located a few miles from the mine site reports an upsurge in business already being felt from the operations. Village Moved

The former village of Bristol Mines has moved to a new site to make way for the mining development. All that is left to mark the former settlement, is the school, now used as a contractors office, and the small frame church which has become temporary mine headquarters.

Foundation Company of Canada, of Montreal, are general contractors for the erection of the big plant. Angus Adair heads the Foundation Co. staff as superintendent.

H. G. Gerber is superintendent for the mines; while E. G. "Ted" Stafford, chief clerk of Pickands Mather, is in charge of the office.

Work on construction will go on throughout the winter months. Owners of the development are Steel Company of Canada Ltd.; Jones and Laughlin Steel Corporation, and Tickands Mather, of Cleveland.

The ore will be mined by the open-pit method. It will be crushed and finely ground, and then fed through magnetic separators which will sort out most of the non-iron bearing material. In its final processing the iron will then be transformed into pellets the size of ping pong balls and baked hard before shipment.

It has been estimated that five tons of ore will produce about a ton of pellets. Annual production is estimated to reach about 600,000 tons with ample ore available for a long term operation.

26/01/1959 *Ottawa Citizen*

Waltham

Aylmer

No Injuries As Train Derailed

Nineteen cars of a 38-car CPR way freight were derailed at 8.30 a.m. today, seven miles west of Aylmer. The train was enroute from Ottawa West to Shawville.

None of the five-man crew was injured when one tank car, loaded with oil, and 18 empty cars left the rails.

CPR authorities are investigating the possibility the wreck was caused by a broken rail, possibly due to 20 below zero temperatures in the area last night.

"Not too much damage was caused." CPR officials said.

Auxiliary crews were promptly despatched to the scene of the accident from both Ottawa West and from Smiths Falls.

It was estimated that the line would be cleared in from two to three hours' time, though it may take all day to get all the derailed cars back on the track.

Taxis to Ottawa were arranged for passengers from the regular passenger train which leaves Waltham at 6.50 a.m. and is due in Ottawa at 10.25 a.m.

Both passenger and freight trains on the Ottawa-Waltham line customarily travel at a maximum speed of 35 miles per hour.

W. A. Scharfe was conductor and Edward Glenn was engineer of the freight train. Both are from Ottawa.

The freight left Ottawa West at 7.20 a.m. The accident occurred 13.4 miles west of Ottawa West, and about seven miles west of Aylmer.

02/04/1959 *The Equity, Shawville*

Waltham

Campbells Bay

A hearing was held Tuesday and Wednesday in Campbell's Bay with the Board of Transport Commissioners to determine whether or not to discontinue passenger service and reduce freight runs on the Pontiac CPR line. A Long parade of Pontiac people stood in the witness box to confirm that "they, their municipalities, and the other various groups which they represented were satisfied with present arrangements and did emphatically not want any change to take place., As for passenger service, the Pontiac witnesses wished that the CPR would improve its service rather than discontinue it., The CPR lawyer argued that the proposed changes would save them \$83,400 annually, and that passengers would be better served by bus lines., The CPR hopes the board's decision will be finalized this Spring. (from The Equity 28 March 1984).

02/09/1959 *Ottawa Citizen*

Waltham

IMPORTANT NOTICE

All passenger train service at present provided by Canadian Pacfle Railway Company between Ottawa, Ontario, and Waltham, Quebec, and all intermedial points on the said line will be discontinued effective October I, 1959.

Last passenger train on the Pontiac (with picture of #425)

The Age of Steam died on the Pontiac, when the last steam train arrived in Waltham last night, passenger service ended this week after 70 years.

The picturesque and historic Pontiac and Pacific Junction started operating trains to Waltham, the end of the line, in January, 1887. The railway was originally incorporated in 1880 and passenger service was progressively extended, first to Aylmer, then to Shawville, and so on till Waltham, now Mile 78.9, was reached on a January day 70 years ago.

The final run was made with steam, though the train for the past year has functioned with diesel power.

CPR train No. 643 described in the time tables as "mixed", left Ottawa Union Station yesterday at 2.50 p.m. standard time. She carried one express car and one day coach.

Strangely enough, the day coach had steam on which could not be turned off, and parboiled the passengers clear through to Waltham.

Death Knell

Engine No. 425 not only was sounding the death knell of steam, but was getting ready to go her last mile at the end of the run to the scrap heap. CPR No. 425 is a 4-6-0 engine, with a wheel arrangement thus: oo-000. It was "outshopped" in 1913 and therefore is 48 years old.

There were some sentimental touches about the last steam train up the Pontiac. Stationmaster Sam Bertrand was not only down to wave a fond farewell, but phoned his brother "Cap" Bertrand in Val Tetreau, and the "Cap" emerged from retirement to wave the Pontiac through his home town.

At Fort Coulonge, Hugh Proudfoot, former MP, was down to greet the through passengers and mourn at the passing of this 70-year-old train. Also joining the cortege of the Iron Horse at Fort Coulonge was William Kenney, the Citizen's resident corres.-pondent for that area. Gallant lady

The gallant little old 46-year-old engine rarely tops 40 miles an hour, but once in a while she would let herself out to what seemed like a modest 42 or 43 mph, just to show she could do it.

Those who have never taken the CPR to Aylmer perhaps fail to realize how beautiful it is in the woods by the river, with a view of velvety golf greens on the north. To the south Lake Deschenes can be glimpsed, appropriately enough, through the oaks.

We "took the hole" at Breckenridge to let a 40-car diesel hauled ore train go by. We were ahead at Quyon, so there was a pause for pictures.

At Shawville, on came the kids. These youngsters go to the good schools of Shawville from towns up the line. Successive batches of youngsters, for years have been riding the Pontiac. Now the bus will serve them.

An interesting ritual was perpetuated at Campbell's Bay. The boys make a mad dash for the ice cream parlor, buy two cones, and sprint back.

Gareth McKnight of Waltham, with two vanillas, won the dash. Bearing two chocolates, Douglas Rabb of Campbell's Bay was a full eight seconds late. But they held the train. That's the kind of train the Pontiac is.

Dear Friend

A mournful few viewed the two-car local all along the 79.8 miles--- passing of a coffin of a dear friend.

Finally, the brave little engine, almost cartoon-like in proportions, emerged from the downpour and steamed into the station.

On time she had reached Waltham. She had also reached the end of an epoch.

The train crew was: Stanley T. Byron, conductor, 64 Poplar Street; John B. Murphy, engineer, Prescott Highway; Don Macpherson, trainman, 15 Irving Avenue; Erville Coleman, Carleton Place.

N.B. CP had to run the train until the 30th, and on the 29th and 30th, yard unit S-3 6552 did the honours.

#### 01/10/1959 *The Equity, Shawville* Waltham

After about 70 years of operation, the passenger service on the CPR Waltham-Ottawa line was quietly discontinued yesterday. The regular train came up from Ottawa as usual last night, but on reaching Waltham turned around and went back to Ottawa. Today only the freight trains are running.

The last run for the series 400 steam engine was on Tuesday, with engineer Jack Murphy at the throttle. Jack, a native of McKee (he is related to the McKees of McKee), now living in Ottawa, comes of a long line of locomotive engineers on the Waltham line. His grandfather, Joe Murphy, ran the first locomotive over the Waltham line during construction back in the '80s, and when the line went into use Joe was there too. In the course of time Joe's son Jack became a locomotive engineer with the CPR and from time to time worked the Ottawa - Waltham run. Now the last steam locomotive has been run over the line by young Jack Murphy bringing to an end the era of steam on Pontiac's Railway at almost the same time as the passenger service.

Freight service on the line will continue. The present plan is to split the line into two sections at Wyman, and run a daily service from Waltham to Wyman, and another daily service from Ottawa to Wyman and through to the Hilton Mines. Freight out of Waltham in the morning will be picked up by the Ottawa freight train at Wyman the same day, on its way back to Ottawa from the mine. This service will operate six days per week.

Express will be handled by truck on a daily basis, five days per week. At the moment, Overnite Express is handling all express, starting from Waltham at 7.00 a.m. This arrangement is not expected to be permanent.

The CPR ticket offices along the Waltham line will remain open five days per week, and will sell passenger tickets on railway routes other than the Waltham-Ottawa line.

Caption to picture of 4-6-0 No. 425

The CPR passenger train is seen above as it stood for the last time, on the track at Shawville on Tuesday morning, headed for Ottawa. It ran the regular scheduled trip on Wednesday with a diesel engine replacing their usual steam engine, returning to Ottawa from Waltham during Wednesday night.

#### 27/02/1962 *Ottawa Citizen*

#### Waltham

#### Deschenes

Man Leaps As Train Hits Car

Warned by a small boy, an Ottawa cab driver jumped from a taxi stuck on the tracks at Deschenes, scant seconds before it was demolished by a CPR train Monday evening.

The driver, Kenneth Rathwell, 34, of 1673 Edgehill Place, said he was driving over a private crossing where the tracks cross Cote Boulevard about 6.30 p.m. when his cab stuck in snow-filled ruts.

His passengers, Mrs. B. O. Ashe and her child got out and walked to their home nearby.

Rathwell said he was trying to rock the car free when an unidentified boy told him there was "a light coming down the track." He saw it was a train approaching and jumped out of the vehicle before it was struck broadside. The car, owned by Rathwell's father-in-law, Grenville MacIntyre, of 21 Stewart St. was wrecked.

C. W. Gillespie, 625 Fraser Ave., was engineer and J. L. Hussey, of 552 Lisgar St. was conductor, of the eastbound 48-car train of iron ore from Bristol, pulled by two diesel units.

#### 22/05/1962 *Ottawa Citizen*

#### Waltham

#### Aylmer

Man Found Dead Beside Train Tracks

The body of a 67-year-old Aylmer man was found beside the CPR tracks Saturday morning on the outskirts of the town. Police said the man was apparently struck by a train passing through Aylmer.

Police identified the victim as Alexander Graveline, of 67 Brook St., Aylmer. He was a widower.

Police reported finding the body alongside the CPR tracks about 8.30 a.m. Saturday. The CPR northbound freight train to Bristol Mines passes through Aylmer early Saturday morning.

Chief Roger Boucher, of the Aylmer detachment, assisted by Detective Ovide Belec, of the Hull detachment of the QPP, are conducting the investigation.

The victim, who was a veteran of the First World War, lived with his daughter and son-in-law, Mr. and Mrs. Romeo Goderre. He is survived by one brother, Patrick, 60, four sons and one daughter. He worshipped at St. Paul's Roman Catholic Church, Aylmer.

**11/10/1963   Ottawa Citizen                      Waltham                      Aylmer**

Rocks placed by children on the Canadian Pacific Railway track at Aylmer derailed a work car Thursday noon, sending one man to hospital and also injuring the section foreman.

Armand Morin, 46, of 29 Brock St., Aylmer, suffered a fractured nose and collar bone. He was admitted to Sacred Heart Hospital where his condition was reported as good.

Section foreman Clermont Levigne received head cuts and a bruised shoulder. A third man on the power operated car was not injured, Railway officials believed they had located the children responsible but said they were equally concerned about the danger to children playing near the track. The accident happened one mile west of Aylmer station, close to the spot where a child was killed by a train a few years ago.

**11/10/1963   Ottawa Journal                      Waltham                      Aylmer**

**Children Derail Track-Car**

Two CPR workmen were injured Thursday when they were thrown 85 feet into a shallow ditch after their track car was derailed on the western out skirts of Aylmer.

Aylmer police blamed children playing in the area for placing a 25-foot length of stones on the tracks which caused the derailment.

Rushed to Sacred Heart Hospital in Hull, were Armand Morin, 43, of 29 Brook Street, Aylmer, and Clement Lavigne a section foreman from Cyrville.

Mr. Lavigne was treated for facial lacerations and released.

Mr. Morin is still in hospital. His condition it termed satisfactory.

Another man, Albert Beauchamp, of Deschenes, also riding on the track car, was not injured.

Aylmer police said no charges would be laid due to the ages of the children involved.

**13/03/1964   Ottawa Citizen                      Waltham                      Aylmer**

**Two injured in train, car collision**

Two persons were injured this morning when the car in which they were travelling on Main Street, Aylmer, was struck by a slow-moving freight train.

Injured were Ronald Chartrand, 22, of 24 Brook St., Aylmer, driver of the car, and Miss Jeanne Aimee Mondoux, 19, of 2 Main St., Aylmer.

The injured persons were taken to Sacred Heart Hospital in Hull for treatment for shock and cuts

**21/03/1964   Ottawa Citizen                      Waltham                      Shawville**

Nearly all the kids and a surprising number of adult passengers said they were taking their first "train ride" when the CPR ran a special over the old Pontiac line from Shawville to Smiths Falls for a hockey game Thursday night (19/3). No passenger service has been provided over the line for five years and the trip was a novelty to all 350 aboard the special.

**22/04/1966   Ottawa Citizen                      Waltham**

**Rail buffs plan trip to Waltham**

More than 100 members of the Canadian Railroad Historical Society's Ottawa branch will leave Ottawt by special CPR train Sunday morning to make the 80-mile trip to Waltham, Que.

The group, headed by branch president W. F. G. Williams, will leave the capital at 8.10 a.m. standard time in two rail-diesel cars.

There has been no passenger service on this line for five years.

The train will stop at Fort Coulonge from 11.20 a.m. to 12.40 p.m. while a country- style dinner is to be served in the parish hall by the Farmerettes Club and guests are taken to view the recently restored covered wooden bridge.

The train will arrive at Waltham at 12.55 p.m., leave there at 1.40 p.m. and arrive back in Ottawa at 4.20 p.m.

**28/09/1968   Ottawa Citizen                      Waltham**

**Tvo injured when auto hit hy train**

A Lucerne man and his daughter are in satisfactory condition in Hull Sacred Heart Hospital after their car was rammed by a westbound train near their home Friday.

Albert Latour, 57, of Lucerne Boulevard, and his daughter Dianne, 20, were taken to the hospital with internal injuries after the 1.15 p.m. accident.

Police said their car was crossing railway tracks on a private driveway leading from their home to Lower Road when it was hit by a train travelling about 20 miles per hour.

**21/07/1969   Ottawa Citizen                      Waltham**

**Car, train crash kills city woman, injures husband**

An Ottawa woman died early today and her husband is in fair condition in hospital after the car they were in was hit by a freight train on the northern approach of the Champlain Bridge in Lucerne.

Rita Beaudry, 48, of 1287 Woodroffe Ave., died from multiple injuries in Ottawa's Civic Hospital.

Her husband, Paul 52, who was driving, is in fair condition at the same hospital, suffering from multiple injuries.

The accident occurred at 7.35 a.m. and caused a huge traffic jam, with the result that many West Quebec residents, working in Ottawa, were delayed for at least one hour getting to work.

Mr. and Mrs. Beaudry were Ottawa-bound and apparently thought they could cross before the west-bound Canadian Pacific freight train.

The red rail crossing light was still flashing after the accident

The car was thrown about 200 feet by the impact onto the Lower Aylmer Road and sliced down several traffic signs. The car was demolished.

The train's locomotive received little damage and could proceed along its route. The train had been going between 40 and 45 miles per hour, say Aylmer-Lucerne police.

**10/02/1973   Ottawa Citizen                      Waltham                      Aylmer**

**Snowmobiler killed in crash with train**

A Deschenes youth was killed in a train-snowmobile accident near the lower Aylmer road Friday.

Rejean Laflamme, 14, of 17 Cote Boulevard in Deschenes, was killed by a train as he crossed CP railroad tracks with his machines [sic] just east of Pine Street in Aylmer.

Mr. Laflamme was accompanys [sic] by a friend on a second snowmobile at the time of the accident

Snowmobile fatality an accident

The death of a 14-year-old, Deschenes snowmobiler last February was ruled accidental Thursday by Hull District Coroner Dr. Luc.Laroche.

Regent Laflamme was killed instantly when a CPR freight train hit his snowmobile at the Pine Street crossing in Aylmer.

His friend Edgar Pariseau, also 14, told the inquest the Laflamme boy had stopped his snowmobile on the railway track, as he usually did, to check his machine when he was hit by the train.

Locomotive engineer John Gillespie said his train was travelling at 25 miles per hour at the time of the accident He said he did not see the snowmobile on the tracks but heard a blow that led him to believe a track was broken.

He said he blew his whistle, as he always does, because he was entering a built-up area.

Young Pariseau said he did not hear the whistle but saw the accident happen since he was following his friend on another snowmobile. He immediately told the father's victim of the accident and the police were called,

Lucerne police Sgt. Jacques Sabourin told the coroner the train had stopped 1,290 feet beyond the point of impact and that the young victim had his snowmobile driver's permit.

The victim was taken to Sacred Heart Hospital where the death was judged to have been caused by a skull fracture and numerous other injuries.

07/01/1975 *Ottawa Citizen*

Waltham

Aylmer-Ottawa commuter train sought.

Federal and provincial support for an Aylmer-Ottawa commuter train to run along an unused track between Aylmer and Prescott [sic] Street in Ottawa.

Letters were being sent Monday to Hull MP Gaston Isabelle and Gatineau MLA Michel Gratton requesting a meeting on the scheme proposed by the New Lucerne Citizens Association.

The plan, formulated by Aylmer resident and federal transport employee David Olsen, was approved at the first meeting of the citizens association Sunday.

It is part of a three-pronged attack on long-standing transit problems which are being aggravated by rapid development west of Hull.

The association is also demanding better roads and improved mass transit.

A similar move to reactivate the rail line was abandoned by an Aylmer citizens group almost two years ago.

Mr. Olsen, a communications systems officer, said the plan is feasible.

He had already contacted CP Rail and said the coaches are available.

The association is waiting to find out how much the venture would cost.

The citizens are prepared to underwrite the cost of the train on a three-month trial basis if subsidies can be found.

"We'll take money from anybody," said Mr. Olsen.

28/08/1975 *Ottawa Citizen*

Waltham

Retort to study

Rail rejection called 'insult'

By Sheila Coppins Citizen staff writer

An Ottawa-Carleton transportation study rejecting the proposed Lucerne-Carp-Ottawa commuter rail service is a "calculated insult" to people on the Quebec side of the river. Lucerne transport commission spokesman David Olsen said today.

Who do these guys think they are, stating there's no way to serve Aylmer by train? Are they running transportation in Quebec now too?" he asked, seething over the report released Wednesday to Ottawa board of control.

He said the report, prepared by regional planning commissioner John Wright and transportation commissioner Michael Sheflin, went far beyond its bounds in rejecting the proposed commuter service.

"The request for such a service is not even being made to them. They're just supposed to determine how it fits into urban planning concepts."

Board of control requested the regional report after meeting with Nepean and Lucerne transportation commissions about the rail concept earlier this year.

Mr. Olsen said the request stipulated that Lucerne and Nepean, as originators of the plan, be invited to contribute to the study.

"They didn't even have the courtesy to send us a copy of the report."

Mr. Olsen, who is trying to get a copy, said the outright rejection by Ottawa-Carleton showed the report was a reflection of "personal philosophies" by the researchers.

"They don't want trains, period. The study was slanted to show all the reasons why it can't be done."

He also said that Mr Sheflin agreed at a public meeting three months ago that trains might be the only solution to commuter problems on the Quebec side.

The report's contention that improved buses were the answer was a "stab in the back", he said.

"I challenge Mr. Sheflin to show me how to solve the busing problem when all three bridges are locked solid with traffic, including buses," he said.

The commissioners' claim that track upgrading would be too expensive went "far beyond their mandate," he said.

"The track upgrading would be funded by the federal government. Their report should not have said whether the project would go or not go."

A possible \$15-million federal grant to set up the service depends on approval of the scheme by regional and provincial governments.

Mr. Olsen said Ottawa-Carleton's rejection would not kill the project.

All groups plan to go ahead with a meeting with the National Capital Commission to discuss the project next month

18/04/1977 *Ottawa Citizen*

Waltham

Hilton Mines

275 losing jobs in mine closure

The largest employer in Pontiac County, Hilton Mines, will close permanently at the end of April, a company spokesman said on the weekend.

The decision to close the mill, located about 40 miles northwest of Hull near Bristol, Que., was made two years ago when it was discovered the supply of good quality magnetite ore had been exhausted.

Since then, company and government officials have tried without success to find a way to keep the mine open and save the livelihoods of its 275 employees.

The loss of almost \$3 million in annual wages is going to have "a really severe economic impact on the county," says Chris McColgan, who is heading a special committee to help find the workers new jobs.

"And it's going to be even rougher on the employees" whose average age is 53, McColgan said.

About 175 workers have already been laid off, leaving 110 to count down the mill's final hours.

Meanwhile, McColgan's committee is launching a widespread information campaign in the hope that industry elsewhere will open their employment offices.

McColgan said the workers, who have been earning an average of \$5.50 an hour, will each get severance pay totalling about \$5,200 - but not until they have been out of work for almost eight months.

"If they got their severance pay right away, they wouldn't be entitled to receive unemployment insurance benefits for quite a long time.

"And those UIC cheques are just about all a lot of them are going to have to live on until we find them jobs," he said.

Shutdown April 29

No more chances for Bristol mine

By Michelle Morissette - Journal Reporter

BRISTOL, Que. (Staff) Bristol's ill-fated Hilton Mine has been dealt its final death blow.

Although formally scheduled to be shutdown for good April 29, the mine has continued to operate on a day to day basis in the hope that efforts to meet with the Quebec government and private investors would provide a last minute reprieve.

That reprieve will never materialize. Following the last of a series of meetings in Quebec City, ministry of natural resources officials said Wednesday that, having studied the problem carefully, there was no possible chance the government would intervene to help save the mine.

"We've been studying the situation closely since the first warning of closing, in 1974. We've geologically examined more than 200 prospects in the region and we've come to the conclusion that any provincial investment in keeping the mine open or moving to a new site would not be feasible, it also would operate at a loss," said Roger Sirois, director of economic and mineral development branch.

"In most cases mineral deposits are too low or wastes too high and an enormous amount of rock would have to be removed before it became economically feasible."

"It would take an investment of \$15-\$20 million just to remove the rock, only to get low grade ore."

Mine officials and employees will not be surprised to hear the government can't make a go of it.

Although hoping against hope for a final miracle, they've been prepared for the closure for some time and the remaining 180 employees have already been given their walking papers.

The open-pit mine in this community 40 miles northwest of Ottawa had been operating at half-capacity since it was first scheduled to shutdown last summer.

About half of the company's 350 employees had been laid off in the fall as the reserves of iron-bearing magnetite ore dwindled.

Magnetite was first discovered in the area about 100 years ago, but it wasn't until 1958 that Hilton Mine began large scale open-pit operations.

About four million tons of the ore was extracted annually and refined to make iron pellets used in the manufacture of steel.

21/04/1977 *Ottawa Citizen*

Waltham

Hilton Mines

Hilton Mine is Dead

Reality hits hard for Bristol folk

BRISTOL, Que. These are not happy days at the Hilton Mines here, the largest employer in Pontiac County.

And the reason is simple. The mine operation is scheduled to close down permanently by the end of next week.

The decision to close the open pit mine, located about 40 miles northwest of Hull, was made two years ago when it was discovered that the supply of good quality of magnetite ore had been exhausted.

"It is something we have been told about for a long time, but it is hard to believe that it is really going to happen," said Bob Moore, who has been working at the mine since it opened 20 years ago.

Judy Lafleur, switchboard operator and receptionist at the mine, said she tries not to think about it. "It has still to hit me. It is so unreal."

Like most of the employees including mine manager Hugh Manuel she has still not found a new job.

"It is a grim situation," said Chris McColgan, of nearby Quyon, who recently agreed to head a Canada Manpower committee set up to find new jobs for the workers.

"We are currently in the process of finding out what jobs the 278 employees can do and who are the ones who would be ready to relocate.

"But is a very tough job." The average age of the employees at the mine is 53, he said.

His committee is also working in close collaboration with Tom Lefebvre, MP for Pontiac, to find a new industry to fill the vacuum.

"We are looking into a dozen different possibilities at the moment," but nothing concrete has yet been worked out, said Lefebvre.

They are looking into the possibility of converting the mine site into an industrial park.

Two rail lines in the area, established heavy duty power facilities and a new road, make the site ideal for an industrial park, he said.

The Outaouais Development Corporation will aid in the search for new industries.

"But there is no miracle solution at hand and there is no doubt about the fact that it will have a big economic impact on the area," said Mayor Orla Young of Shawville.

A large number of the mine employees live in his community "and therefore we will feel the impact more than anyone else.

"We'll certainly miss it (the mine) because it was a bonanza for our economy." He said the annual mine payroll totalled about \$4.5 million last year.

"But it is not the end of the world for us because we knew from the start that it was only a temporary operation and provided an extra boost to our farming (income)."

Manuel agreed. "It is one of the facts of life of a mine operation that once the good ore is exhausted it must close down."

Looking down the 870-foot mine crater, he said all avenues were thoroughly studied before the decision to close was made.

Operations at the 1,500-foot-wide and 3,000-foot-long pit ceased early last month. "We are continuing on a day-to-day basis, until our stock piles are cleared up," he said.

The iron-bearing magnetite was first discovered in the area a century ago, but it wasn't until 1958 when Hilton Mine began its open-pit operations that the mineral was extracted on a large scale.

Some four million tons of ore was extracted annually and refined locally to produce some 900,000 tons of iron pellets used to make steel.

The iron was shipped to the Steel Company of Canada in Hamilton and to two American firms, Pick-lands Mathis and Jones-Laughlin. All three companies own shares in Hilton Mine with Stelco's share being 50 per cent.

Manuel said that there is a good quality of ore next to the mine pit. "But to get to it, we would have to go through some 400 feet of waste which would not make it economical to extract."

To get to this ore, he said, would require digging for more than 18 months at a cost which would surpass the profit of extracting the ore.

He said the workers, who have been earning an average of \$5.50 an hour, will each receive termination pay based on years of service. The average payment will total about \$5,000.

But Tim Radey said he has heard such "gloomy rumors" before. He worked in a mine in Sudbury for 15 years until he came to the area two years ago. When he was laid off last summer at the Hilton Mine, he and his wife bought a nearby grocery store.

"I have heard such talk before," he said. "But I prefer to be more optimistic about it. I am still convinced that the shutdown will only be a temporary one and some other company will re-start the operations."

If this doesn't happen, "it will certainly affect our business, because most of the workers at the mine stop at our place before going home.

"Without this business, we will be hard put, because there are not too many people in the area although in the summertime there are many cottages here," he said.



Man buys railway station

A moving experience

For a dollar, Ottawa consultant Stephen Bancroft bought a chunk of history that no one else wanted. All he had to do was move it.

The century-old, two-storey, CPR Quyon train station, about 45 kilometres northwest, of Ottawa, hadn't been used for about four years and was destined for demolition until Bancroft noticed it a few months ago.

Bancroft and CPR officials had no trouble making a deal. Canadian Pacific wanted to clear the land and the 46-year-old Bancroft wanted a place for a bar and social facilities for his planned country retreat in Onslow.

But there was a catch he had to move the 12-by-16 metre building by trailer and it was going to cost more than \$7,500. And today was to be moving day.

Bancroft, a police escort and hydro crews were to make the 15-km; trek along Wolf Lake Road to his 750 acres of land in Onslow at 9 a.m.

By 10, Bancroft hoped Pontiac County residents would go easy on their electricity. At peak times the 110,000-watt main power line that crosses the road drops by more than 30 centimetres: too many for his load to fit underneath.

Saturday, when he first put the station on the trailer a half-metre thick steel beam snapped in half.

"Every cent I own has gone into my dream," he said Sunday.

Renovations to the old station will cost him more than \$20,000.

"I always wanted a train station, I almost bought one a few years ago but my wife didn't want me to."

21/10/1980 *Ottawa Citizen*

Waltham

Quyon

With photo

Train station derailed

Ottawa consultant Stephen Bancroft is the proud owner of the old Quyon train station. The station, which was destined for demolition, was purchased for \$1. with one hitch ... all Bancroft had to do was move it. Moving day was Monday.

He wanted a train station ... he got one

Ottawa consultant Stephen Bancroft always wanted a train station. And Monday, with a little help from Hydro Quebec and a flatbed trailer, he got one. The Quyon depot was slated for demolition, but for \$1 purchase price and \$7,500 moving expenses, Bancroft's dream was realized.

04/03/1987 *Ottawa Citizen*

Waltham

Hilton Mines

FUTURE RAIL BUSINESS?

A year or two ago a proposal was made public to haul garbage from Montreal, the Outaouais and Ottawa by rail to the former Hilton iron mine at Bristol, Quebec.

Early in March the Quebec environment ministry gave the owners of the mine a written "agreement in principle" authorizing development of the landfill site.

However, a ministry spokesman said the mine owners still need approval from Bristol and Pontiac councils. Bristol council voted unanimously in January to refuse to rezone the land to allow a landfill. The owners, meanwhile, are busy with a three-month information campaign to swing the opinion of local residents in favour of the project.

09/01/1991 *Le Droit*

Waltham

MUNICIPALITIES WANT RAIL CORRIDOR:

The communities of Hull and Aylmer (Quebec) have asked CP Rail to transfer ownership of the Waltham Subdivision right-of-way to them as opposed to the federal government's National Capital Commission. CP Rail wants to abandon the line - now only used for hauling ballast from an abandoned iron mine beyond Aylmer. The Hull to Aylmer section is approximately 12 miles long. It is proposed to protect the corridor for possible future use as a bus rapid transit or light rail route between the two communities.

28/09/1991 *Le Droit*

Waltham

Portion of Waltham subdivision bought by National Capital Commission.

The national Capital Commission will purchase a portion of CP Rail's now abandoned Waltham subdivision running between Hull and Aylmer, Quebec.

The right of way, which parallels the Lower Aylmer Road - the former Hull Electric Railway - will be "banked" for future transit projects.

The rest of the Waltham subdivision, from Aymer to Wyman, is for sale at market prices. Rails and ties were recently lifted.

28/09/1991 *Le Droit*

Waltham

PORTION OF WALTHAM SUBDIVISION BOUGHT BY NATIONAL CAPITAL COMMISSION: The National Capital Commission will purchase a portion of CP Rail's now abandoned Waltham Subdivision, running between Hull and Aylmer, Quebec.

The right-of-way which parallels the Lower Aylmer Road -the former Hull Electric Railway - will be "banked" for future transit projects.

The rest of the Waltham Subdivision, from Aylmer to Wyman, is for sale at market prices. Rails and ties were recently lifted.

25/06/1992 *Ottawa Citizen*

Waltham

Hull

CP has given notice that it proposes to apply for abandonment of the Wamo Spur (formerly the Waltham subdivision) between mile 0.0 and Mile 1.0 E.B. Eddy Forest products (the only shipper on the line), no longer requires rail service and has pulled up all its trackage. (Branchline)

09/09/1992 *Le Droit*

Waltham

WAMO SPUR MAY BE PURCHASED BY CITY OF HULL.

The city of Hul has indicated an interest in the purchase of CP Rail's WAMO Spur. A little more than one mile in length, the trackage is all that remains of the Waltham subdivision linking Hull with Waltham, Quebec.

It is planned to use part of the WAMO Spur right-of-way as an access route to a proposed cogeneration plant and the other portion as a reserved bus lane. CP Rail is asking \$870,000 for the 1.6km strip of land.

The Waltham Subdivision was progressively abandoned during the 1980s. (Branchline).

01/12/1993 *Le Droit*

Waltham

PORTION OF WALTHAM SUBDIVISION RIGHT-OF-WAY LOST:

Transit advocates in Hull, Quebec, are decrying a decision to sell a portion of the right-of-way of CP Rail's now-abandoned Waltham Subdivision to the local campus of the University of Quebec. The right-of-way is owned by the municipality and its disposition was part of a tri-government land swap. One councillor, who denounced the move, said "We are getting rid of all our future transportation corridors. If we do that, we'll be left with nothing. We may not need trains now, but we will in time." (Branchline)

New commuter-rail plan stops short of Aylmer

CP Rail will present a scaled-down version of its commuter rail plan to Outaouais politicians today in an attempt to keep the proposal on track.

The new version will be a straight commuter line from Gatineau to Ottawa. It would not include a line to Aylmer as originally proposed.

The number of trains would be cut in half and the proposed stations would be cut to 10 from 17.

CP Rail hopes the proposal would cut the cost of setting up the system by half.

The Outaouais regional government criticized the original \$89- million plan as too expensive and refused to support it.

But Wednesday, Hull Mayor Yves Ducharme said he supports the new proposal.

"It seems more realistic than what was originally proposed and as far as I am concerned it is OK. But I don't know what Aylmer will say."

Pontiac Museum undergoing facelift

SHAWVILLE - The Pontiac Museum housed in the former PPJ Railway station on Lake Street, is undergoing extensive renovations. About three years ago, the members of the Pontiac Historical Society discovered that the roof on the building needed to be replaced. At the same time, it was decided to rebuild two dormers as was in the time where the station master lived in the upstairs apartment.

Michael Neelin studied old photographs and drew plans for the reconstruction. After Clayton Pieschke's Construction did the roofing and framing of the dormers, it became a volunteer work in progress by many community members. Dave Lalonde recreated the pine siding and Robert Wills installed it; Tom Fischel contributed the wooden frames and Tom Murdoch donated the glass for the windows, which will soon be installed in the dormers. Bubba Popham has pressure-washed and is now painting the building, with help from other volunteers. Two new signs created and donated by Bob Crawford, added the finishing touch.

The museum is open every day during the Shawville Fair and on Saturday afternoons in the summer and for Canada Day. Fair-goers are invited to take a break from the hustle and bustle of the fair, step back in time and imagine how much work was done with simple hand tools in olden days.

Submitted by Robert Wills

There is a picture of a painter up a ladder painting the wall, and the caption reads:

"Robert Wills paints the top of the wall in the newly-created dormer of the Pontiac Museum."