

Local Railway Items from Area Papers - 1951

01/01/1951 Ottawa Citizen

Alexandria

Derailment Averted

What might have resulted in a serious holiday accident was averted Saturday night when a crowded Canadian National Railways train, Vancouver-bound from Montreal, had to be halted two miles east of Hurdmans Bridge with a broken wheel "tire" on one of the rear coaches.

The train, No. 1 due in Ottawa at 10.20 p.m., was delayed more than four hours as a result of the mishap.

None of the passengers suffered anything more than inconvenience, and those coming to Ottawa were taken on to Union Station aboard the front section of the train.

The remainder of the passengers remained aboard their coaches until a work crew from here completed repairs to the damaged coach.

CNR Divisional Superintendent Gordon T. Dunn told The Citizen on Sunday that there was no derailment, and that the engine crew was able to halt the speeding train without difficulty when the trouble developed.

Will Ask Stop Signs At Crossing

Earl Fergus, 28-year-old CPR fireman injured in Saturday morning's train wreck at Westboro, continues to make a brave fight for life.

Civic Hospital authorities gave the Smiths Falls man a "better than 50-50 chance" for recovery, pointing out at the same time that his condition was still very critical from severe scalds to the head, neck and face.

Albert G. Scharf, of 206 Breezehill Avenue, engineer of the ill-fated Dominion Flyer, died on admission to hospital shortly after the wreck occurred and some 35 others were injured.

A total of 27 persons were treated at Civic Hospital and four were still being detained on Sunday.

Aldermen Howard Henry, Frank Boyce, and Ernest Jones said last night that in City Council, at its next meeting they will demand the erection of a warning signal at the crossing and the reduction of speed of trains in the city limits.

Coroner Dr. Harry Dover told The Citizen on Sunday that an inquest would probably be held in connection with the death of Engineer Scharf, but that no date for the hearing had been set as yet.

While railway salvage crews worked during the weekend to clear away the wreckage and repair torn up tracks along the right-of-way, thousands of persons went to the scene of the crash.

The wreck occurred when the Dominion Flyer, running an hour and twenty minutes late and travelling at 60 miles an hour, plowed into an Independent Coal and Lumber Company truck which had stalled on the Churchill Avenue crossing.

Romeo Albert, 30-year-old driver of the truck, and his helper, James Davis, 21, leaped to safety only seconds before the speeding train sheared through their truck and sent it spinning like a leaf in a windstorm.

Some flying part of the demolished truck split open a switch a few yards from the crossing to send the train swerving into the coal company's siding.

A moment later the engine, tender, baggage car and three passenger coaches left the rails to scream to a stop in a staggered, awesome tangle of wreckage.

Before toppling over onto its right side, the big engine cut loose from the rest of the train and plowed through the frozen earth in the north ditch for almost 100 feet.

Engine Crew Trapped

Scharf and Fergus were trapped in their cab amidst the scalding steam of burst boiler tubing, and could not be released until city police cut an escape hole through the jammed left door of the cab.

When rescuers got inside the cab they found that Scharf's left arm was pinned in a tangle of twisted metal, and an acetylene torch had to be used to cut him loose.

CPR officials said yesterday that wrecking crews working continuously from a short time after the crash, had traffic flowing over the line on a temporary basis by late Saturday night.

The badly wrecked coaches were lifted back onto the rails by huge railway cranes and towed into the CPR yards, but the work crews were still going all-out on Sunday repairing the torn-up road-bed and laying new track.

Yesterday afternoon the stripped, battered-looking locomotive still lay on its side where it had come to rest. Railwaymen said the engine was practically a total loss, and they planned to cut it in half before taking it in to the yard shops where it would be dismantled for salvageable metal and parts.

CPR officials said they hoped to have service over the main line restored to normal sometime today, although the work crews were being badly handicapped by the cold weather.

On Sunday all attempts by newspapermen to locate Romeo Albert, driver of the truck which caused the wreck, were unavailing. A visit to his home at Carlington brought only a statement from a member of the family, "He is not here. We do not know where he is, and we do not know when he will be home."

A man who declined to give his name, and who told The Citizen on Saturday that he had witnessed the level crossing crash, said that Albert's truck had been proceeding along Churchill Avenue in a northerly direction towards the coal company's sheds. The truck was going slowly, he said. As the driver approached the crossing he apparently either saw or heard the oncoming train. He jammed on his brakes, but the truck skidded forward directly onto the tracks where it stalled.

The Citizen's informant said he saw the two men in the truck's cab leap out on either side and run to get clear of the vehicle before the train crashed into it.

"They were just seconds away from death," he said. "They seemed to be having difficulty on the icy roadway, and I thought for a moment they would not get clear in time. But they made it."

All of the Montreal-bound passengers on the ill-fated transcontinental flyer, save those detained in hospital, went on to their destination by special train Saturday afternoon.

Still Shaken

Many bore bandages and adhesive tape, mute evidence of the ordeal they had been through, and some were still shaken up by their experience as they boarded the special train at Union Station here.

In the meantime residents of the Westboro area were protesting over the speed at which trains travel through there, and were deploring the lack of proper level crossing warnings. One lady told The Citizen yesterday: "There have been a number of fatal accidents at the Churchill Avenue crossing in recent years, and most of us out here feel there should be some sort of warning erected."

"The trains go through too fast, especially the incoming trans-continental trains. When they are late they are making up time while passing through and speeds of anywhere from 60 to 80 miles an hour are common place," she said.

"After all this is now the city of Ottawa, and such high speeds should be checked by the proper authorities," she concluded.

Ask Stop Streets

Ald. Jones, of Westboro Ward, told The Citizen that he will ask City Council to make Churchill Avenue at Pacific a stop street.

"I have noticed trains whistling through the area at high rates of speed and it's about time something was done about it," said Ald. Jones.

"It was in 1948," said Aid. Henry, "when I was on the Nepean Council we applied to the Transport Commissioners for a wig-wag signal at the Churchill crossing. The application was refused with a statement that the crossing was not dangerous and not busy enough for a warning signal."

Ald. Boyce also told The Citizen that he would back any proposal for a wig-wag signal at the crossing and that he would find out whether or not the speed of trains within the city limits could be reduced.

Wants Speed Reduced

"If highway traffic travels at a speed of 35 miles per hour then trains passing through Woodroffe, Westboro and Ottawa West should travel at a less dangerous speed."

F. M. MacPherson, a member of the Board of Transport Commissioners, told The Citizen that there was no set speed limit within the city.

"Following the accident an automatic 25 mile per hour speed was placed on all trains," he added, "no train may pass the Churchill crossing at any greater speed."

Mr. MacPherson added that the 25 mile speed will be in effect at least until the investigation into the accident has been completed.

The Commissioner also said that if the Ottawa City Council wants a warning signal erected at the crossing a petition must be forwarded by them to

the board.

High commendation was given the work of the St. John Ambulance and Red Cross who were on hand shortly after the crash occurred. An ambulance from No. 3 Division was rushed to the scene as well as trained nurses. Those who were on the job most of the day were Mrs. Jean Stubbs, Miss Irene Bergen, superintendent of the St. Gregory Nursing divisions. Howard Bergen, superintendent of No. 73 division and District Sgt. Maj. R. E. Jenkins.

23/01/1951 Ottawa Citizen Carleton Place

Says CPR May Sue Truck Co.

A spokesman of the company insuring the Independent Coal and Lumber Company said yesterday he had been notified by the CPR that the railway was contemplating bringing action against the lumber firm, holding it responsible for Saturday's train wreck.

It was an Independent truck which wjls stalled across the CPR track at the Churchill Avenue crossing Saturday morning and was hit by the eastbound trans-continental passenger train.

In Path Of Train

The insurance spokesman said the railway had told htm it considered the truck was responsible since it did not strike the train but was indisputably stopped in the path of the train.

Furthermore, it was alleged that it was the truck which threw the switch, causing the derailment of the train and subsequent death of one man and injury to 27 others.

The Board of Transport Commissioners is conducting a routine inquiry into the accident. The CPR had no comment to make.

24/01/1951 Ottawa Citizen Carleton Place

Deny Report Local Firm Being Sued

Parties concerned in the Saturday morning train wreck at Westboro yesterday denied reports that the CPR was contemplating suing Independent Coal and Lumber Company, whose truck was struck by the train.

Roydon Hughes, KC, retained by the lumber firm, said CPR had not advised him of such action. Joseph Mahoney, secretary-treasurer of the firm said he had heard nothing of the proposed action and was not worried about it. He said if the train had not been going so fast the story would have been much different.

R. E. Hay, adjuster for the company insuring Independent said he had not been notified, and a Board of Transport Commissioners spokesman said several days were needed to complete its routine inquiry into the crash.

07/02/1951 Ottawa Citizen Sussex Street

An Eastview man, Sydney H. Webb, 78 St. Amboise streey, escaped unhurt when his car skidded into the side of a slow moving freight locomotive shortly before 7.30 p.m. yesterday.

The CPR crossing at Charlevoix Street in Eastview was the scene of the accident, which involved CPR locomotive No. 3410 operated by Engineer Hubert Bough, 231 Primrose Avenue.

Webb told police that the train pulled out of the yards of Betcherman Iron and Metal Company as he approached the crossing. He stated that he noticed the engine and though he applied the brakes the automobile slid on the glare ice into the side of it. The train was travelling at the rate of 4 miles an hour at the time.

Damage to the automobile was estimated at \$400.

The accident was investigated by Constable Claude Dwyer of the Eastview police, who was assisted by Constables Gordon Hicks and William Haley of the Ottawa City Police.

12/02/1951 Ottawa Citizen Chalk River Pembroke

Pembroke - No injuries resulted but considerable damage was caused and the main line of the CPR blocked for several hours here yesterday, the result of a derailment of a freight train near the Pembroke Shook Mills, just inside western Pembroke limits.

Ten box cars were derailed two of them overturned beside the track which happened about 7.45 a.m.

Traffic along the transcontinental line was immediately halted and interrupted until late yesterday afternoon when wrecking crews completed clearing up the wreckage and repaired the damaged rails.

Railway officials revealed that the accident occurred when a mechanical defect caused a broken arch-bar on the underside of one of the cars.

Ten cars were derailed and the tracks torn up for several hundred feet. Two of the derailed cars, the one with the defect and another, were overturned one on each sde of the right-of-way with the wheels torn off both.

The officials revealed also that the train, eastbound at the time, was an extra freight under the charge of Conductor Tom Spooner of Smiths Falls.

They emphasized that no blame was attached to anyone with respect to the accident.

One wrecking train and crew arrived from the west early yesterday morning while another from Smiths Falls reached the scene about noon and both worked rapidly to clear the line. Eastbound trains were held at Chalk River, about 20 miles west of here, while those westbound were stopped at Pembroke.

17/02/1951 Ottawa Citizen Lachute

None hurt in crash of truck train.

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

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

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

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

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

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

21/02/1951 Ottawa Citizen Maniwaki Montclair Street

Hull Mayor Seeks Crossing Signals

"Automatic signals are urgent at this crossing otherwise we will have loss of life." said Mayor Alphonse Moussette yesterday in discussing two accidents in the past two weeks at the Montclair Street, railway crossing. In these accidents two trucks were ; badly damaged when they were in collision with the Hull-Mani-wak train but, luckily, no one was injured.

The Mayor added that the city council has requested the Board of Railway Commissioners to install signals at this crossing but the commission had decided there was no need for such an expenditure. He said tha in recent years numerous accidents! have taken place there and something will have to be done.

Maxville Man Killed By Train

Special To The Citizen

MAXVILLE One man was killed and his father miraculously escaped serious injury when the CNR No. 2 flyer from Vancouver smashed into a milk truck at a level crossing here at 9.15 this morning.

Dead is John Cuillierier, 22, a resident of Maxville, who was driving the truck.

Injured but able to walk away from the wreckage was his father, Arthur Cuillierier, 68, a retired farmer now living at the west end of the village.

The train, according to railway officials, was travelling at its average running speed although it was running two hours late. It does not stop at Maxville and residents of Maxville estimated it was travelling at between 50 and 60 miles per hour when it went through the crossing in the center of this Glengarry County village.

The engineer was Robert J. Eno, 109 Glenora Avenue, Ottawa.

Warnings Were Working

Railway officials reported that both wig-wag and bell signals were working at the crossing and there is no explanation why the driver of the truck did not see or hear the warning as the weather was clear at the time, although it had been snowing previously. The train after a brief delay continued to Montreal.

Mrs. Napoleon Richer told The Evening Citizen she understood her brother and father were travelling south up a slight incline to the crossing and that the road was quite slippery after the recent snow.

The train roared down upon the crossing and struck the rear of the truck with a crash that could be heard throughout the village. The vehicle was broken in two. The cab was slammed against the concrete base of the crossing standards, only 15 feet from the point of impact. The rear end was hurled into the air and travelled 100 feet down the right-of-way.

Aroused by the sound of the crash, neighbors in nearby houses rushed to the scene and pulled the father, dazed and bleeding from cuts about the face from the twisted metal. The impact threw his son through the air and he landed in a fresh snowbank 100 feet down the track, close to the remains of the rear end of the truck.

Father Able To Walk

Mr. Cuillierier a little later walked up to the home of Jacques Legault while his son was carried there and died shortly afterwards. Dr. Don Mutch was summoned and, after preliminary treatment, removed both men to his own office. Dr. Howard Munro was also on hand to assist.

Mrs. Richer explained that her father and brother were out to pick up milk to be delivered to the Borden Company plant next to the Cuillierier home.

The truck was owned by her eldest brother, Ernest Cuillierier of Maxville.

23/03/1951 *Ottawa Journal**Chaudiere*

Derailment Causes Traffic Tie-Up

A derailed CNR freight car at the Lloyd street crossing on Booth street last night tied up traffic for about an hour. No one was injured in the derailment.

A CNR foreman told police the freight car was derailed when a section of track caved in on the west side of the crossing shortly before eight o'clock.

The car, which remained on its wheels, was put back on the tracks by a CNR work crew shortly before 9.15 p.m.

During the tie-up, Constable Gordon Bradley, assisted Sgt. Allen Donaldson and Constable Maurice Nash, diverted traffic at the Wellington and Booth street intersection.

20/04/1951 *Ottawa Citizen**Lachute**Masson*

Sees Best Friend Die Under Train.

May Break Radio Secrecy to Notify Husband In Pacific

By Roger Appleton Evening Citizen Staff writer

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

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

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

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

Misunderstood Orders

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

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

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

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

Baby Unhurt

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

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

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

Everything Went Black

Pale faced and obviously having trouble controlling her still-shaking hands, Mrs. Gosselin continued: "Everything sort of went black as far as I was concerned. They told me later that I was hysterical and couldn't answer any questions last night, but I do remember seeing Mrs. Laberge grab the baby carriage and wheel it completely off the tracks. The train crewman climbed down from the back of the freight and tried to do what he could. I ran home, and don't remember much after that."

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

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

11-Year-Old Victor Miron Is Killed By Locomotive On Railway Trestle

A schoolboy's adventure atop a railway trestle ended in tragedy yesterday afternoon, when Victor Miron, 11, of 319 Le-Breton Street, was struck and killed by a passing locomotive.

Two companions escaped death by inches as they leaped down a steep embankment only a brief second before the engine roared over the narrow bridge where the lads had been playing.

It was at 4.20 yesterday afternoon that Victor Miron accompanied by Howard Moffatt, 7, of 12, Raymond Street and Harold "Butch" Starkings, 10, of 9 Raymond Street, climbed the 23 foot CNR trestle on Preston Street in search of adventure.

20 Minutes Later

Twenty minutes later two police officers patrolling the area made a grim discovery. The small battered body of Victor was found on the sidewalk under the trestle Staff Sergeant Brown 537 Lyon Street, a passerby, was stooped over the lifeless child, who lay in a pool of blood.

The two other lads, frightened by their own narrow escape, had fled from the scene hardly aware of the tragedy that had befallen their playmate.

The army sergeant reported that, he had not seen the actual accident. He stated that he was passing under the trestle as the boy's body fell down the rocky embankment and came to rest on the sidewalk almost at its feet.

At 4.40 P.M

It was later learned that the accident occurred at 4.40 p.m. as the Ottawa-bound Pembroke Flyer (train No. 9. locomotive No. 5059) was passing over the trestle on the way to the Union Station.

The engineer of the passenger train, Gilbert Orange, was unaware of the accident. He did not know that the train had struck the child until he was so informed by city police some time after the boy had been found dead.

Several hours after his chum had been killed seven-year-old Howard Moffatt gave The Citizen his version of his frightening experience prior to the death of young Victor.

"Victor, Butch and myself decided to take a walk along the tracks," he said.

Climbed On Trestle

"We climbed to the top of the trestle and started walking and playing, suddenly we saw the train. Butch ran first. I was behind him, and Vic was last.

"I jumped down the grass behind Butch. I thought I saw the train hit Victor but I wasn't sure. I think I did see him fly into the air when I looked back," the youngster recalled.

The dead lad's sorrowing parents were unable to give any reason for Victor's desire to play on the tracks yesterday afternoon. His father, Raphael Miron, a city employe, could not recall that his son had ever been seen on the railway tracks before yesterday.

The boy, he said, did not come home from school yesterday. He had taken his bicycle and left it at the home of an aunt, Mrs. Anton Levesque, 357 Rochester Street who lives about a hundred feet from the CNR tracks. This was shortly after 4 o'clock.

Seen Joining Friends

Victor was seen by Mrs. Levesque joining his two friends and heading for the tracks. The family knew nothing of the accident until advised by officials after the tragedy had occurred.

Sergeant William Cowan and Constable Earl Connolly of No. 2 Police Station were at the scene shortly after the accident had occurred. The officers noticed the train passing over the trestle as they approached the spot. When they passed under the trestle they saw the boy on the sidewalk. Further investigation revealed that the boy had been thrown over a two-foot ledge alongside, the tracks. He then rolled down the 23-foot embankment leading to the sidewalk.

Coroner Dr W. T. Shireff, who was called to the scene, stated that death had been instantaneous. He reported that an inquest will be held.

Railway Wreck Suits Settled

Sequel to the derailment of a CPR passenger train at Churchill avenue, Westboro, on January 20, this year, in which Albert Scharf, engineer of the train was killed, a number of legal actions arising out of the crash have been settled, it was intimated in Ontario Supreme Court today. The CPR's transcontinental flyer was derailed when it crashed into a truck owned by the Independent Coal and Lumber Company which was stalled at the level crossing.

While principals in an action taken against the coal and lumber company by Mrs. Scharf over her husband's death declined to reveal the precise amount of the settlement she received, it was learned that it is in the vicinity of \$18,000. O.F. Howe, KC, acted for Mrs. Scharf and T. N. Phelan, KC. of Toronto, for the Independent Coal and Lumber Company.

At Carleton County Courthouse this morning, Roydon A. Hughes, KC. counsel for the lumber company in an action taken against it by the Canadian Pacific Railway arising from the crash intimated that a settlement had been reached and that minutes of the agreement would be filed shortly.

The settlement covers both the action taken by the railway company against the coal company and a counter-claim made by the Independent Coal and Lumber Company against the CPR.

Neither party would divulge the amount of the settlement. It is understood however, that it is not of an order which would have serious financial consequences to either the railway or the coal and lumber company.

In making his announcement to the court, Mr. Hughes intimates that he was doing so with the consent of the other counsel involved.

Wreck train jumps tracks while on way to clear debris from earlier derailment.

Cardinal. Heavy holiday traffic between Montreal and Toronto was disrupted and rerouted today after five cars of a CNR work train were derailed on the CNR main line, just west of Cardinal station shortly after 4 p.m. Wednesday. No one was injured.

The train was proceeding west from Montreal to help clear a CNR main line derailment of 24 freight cars at Napanee, which occurred earlier in the day.

Rest is illegible.

Emergency tracks were being laid throughout the night at the Cardinal accident scene. - -

Trains were being rerouted last night around the Cardinal wreck by way of Smiths Falls and Dorval. Other passenger and freight trains were carried on CPR tracks as the two systems combined to meet the looming emergency.

Rail officials at Ottawa said that the disruption in passenger and commercial traffic could have been "just about the worst holiday weekend imaginable" had it not been for the fast decisions and the ability to change routes.

The derailment at Cardinal, still being cleared at presstime, three off four cars and a big railway crane about 4.30 p.m. yesterday. The small work train from Montreal, which also included four other cars and a diesel engine which were not derailed, was on its way to Napanee to clear a wreck there which had blocked the line at noon yesterday, requiring further rerouting earlier.

The crew of 15 had been riding in the rear cars or the engine at the time of the rail-jumping at Cardinal. No one was injured as the crane and four cars toppled over about a mile north of Cardinal at the place where the tracks cross the Shanley Road subway there.

Cause of the accident was a broken axle on the crane car which edged the heavy piece of wrecking machinery off the tracks, dragging the four cars with it. Both tracks were ripped up for more than 50 yards. Crews last night worked to restore one of the tracks. Trailing pieces from the bottom of the crane car scraped the track badly for several hundred yards further.

Tragic Story Of Death Pours From Boys' Lips

The tragic story of their playmates death atop a railway trestle poured from the lips of two little boys last night at a coroner's inquest into the death of Victor Miron, 11, of 319 Le-Breton Street.

They told how the lad failed to keep up with them as they raced across the edge of the CNR railway overpass on Preston Street, during the afternoon of May 11. and was struck by an eastbound locomotive that came down upon them as they were at play.

The two boys, Howard Moffatt, 7, of 12 Raymond Street and Harold "Butch" Starkings. 10, of 9 Raymond Street, told the coroner's jury that despite frequent warnings they habitually made the railway tracks their playground.

On the afternoon of the accident the three boys had climbed up the embankment leading to the Preston Street trestle shortly after leaving school. They were engaged in "throwing pebbles on little girls below" when the Pembroke passenger train brought a tragic end to the dangerous pastime. Too Small For Box

Too young to be sworn in as witnesses, and too small to be seen over the edge of the witness box in the courtroom, the boys were seated, one after the other, in a chair before the coroner and permitted to tell the story in their own words.

Howard Moffatt, told Assistant Crown Attorney Samuel Lepofsky, KC, that he knew the difference between the truth and a lie. "My father will spank me if I tell a lie," he declared. With this assurance Coroner Dr. W. T. Shirreff told the young witness to go ahead with his story.

"Butch Starkings and me were walking to the tracks, when Victor came along and joined us. He had a bicycle and left it with a lady and we went to the tracks," the boy recalled.

"We crossed the tracks twice, and were throwing some pebbles at the girls, when 'Butch' hollered 'Run, here comes a train,'" he said.

Ran Ahead, Jumped

"I ran ahead and jumped down the side. When I looked back I saw Victor falling over the side of the bridge. I guess the train must have hit him," young Moffatt stated.

His grim testimony was duplicated by Harold Starkings. He told the coroner's jury that he "just happened to look up and see the train." Both boys declared that they heard neither bell nor the warning blast of a whistle.

Members of the train crew testified that the train had been coasting at a speed of 10 miles-per-hour in accordance with CNR regulations for travel within Ottawa city limits.

Fireman Stephen Hook and Engineer Gilbert Orange, both testified that a warning bell had continually sounded, but the whistle was silent in the observance of a city anti-noise by-law.

Constantly Warned

The coroner's jury were told that youngsters were constantly being warned away from the CNR right-of-way. CNR Chief Constable B. B. Harris testified that two of the youngsters had appeared in Juvenile Court on March 30, after being found on a similar crossing, and were severely reprimanded by Judge Allen Fraser.

"I don't condone the practise, but we must remember that little boys will play on railway tracks, and every precaution must be made to avoid accidents," Mr. Lepofsky reminded the jurors after all witnesses had been heard.

The following verdict was returned by the jury: "Victor Miron met his death by injuries suffered on a railway bridge at Young and Preston Streets. "While we are at a loss to understand why the boys were not seen on the bridge by the engineer or fireman, evidence shows the boys were previously warned, and we attach no blame."

However the jury added the recommendation that all such danger spots be provided with more adequate warning signs in the future.

Other witnesses heard last night were, Dr. Max Vechter, Robert Fitzpatrick, Mrs. Mary McCadden and Patrick Larkin. Members of the train crew who testified were, William Swlnwood, conductor; J. Vallere, brakeman, Wilbert Fahey, baggageman; Gilbert Orange, engineer, and Stephen Hook, fireman.

Corporal Walter Hudson, Sergeant William Cowan, and Corporal Eric McDonald of the Ottawa City Police reviewed the results of their investigation.

Train Wreck In Gatineau

The main CPR railway line between Maniwaki and Ottawa was blocked this morning by a wreck of Way Freight No. 80, second section, when four box cars left the rails, north of Gracefield.

Train crews, working speedily, were able to restore traffic on the railway line within a few hours The freight train was derailed when four box cars left the track between Messlins and Blue Sea Lake while enroute to Ottawa. No one was injured in the accident and while at first it appeared that there would be a considerable delay before the track could be cleared, later salvage efforts saw service restored within a few hours.

Damage to the rails and road bed at the scene of the accident was expected to be repaired in time to permit the passage of the early evening passenger train from Ottawa to Maniwaki without difficulty.

Announce \$3,500,000 Expansion for Kilmar Plant of Rio Canadian Firm

LACHUTE, Que., June 14. William M. Cottingham, Union National MLA for Argenteuil, announced at the opening of the Lachute Fair that Canadian Refractories Limited is spending \$3,500,000 on an expansion program at their Kilmar plant which is approximately 75 miles northeast of Ottawa.

Norman Pitts, of Montreal, president of Canadian Refractories advised Mr. Cottingham indicated ore reserves for the next 20 year have warranted more expansion which is already in progress, representing an expenditure of \$1,000,000 to erect a new headframe, install efficient hoisting system, deepen the shaft, and extend the mine.

Sole Producer,

Canadian Refractories Limited is the sole producer of magnesite and chrome refractories which are essential for the manufacture of steel, nickel and copper.

Operations have been continuous since 1917 at Kilmar, first as a mining company, and since 1920 as a manufacturer of finished goods. As from 1945 mining and manufacturing facilities have been modernized. A heavy media separation plant for the beneficiation of ore, one of the first in Canada, and the 245-foot rotary kiln for high temperature burning of rock, were added. Approximately 400 men are employed.

During the last war the brick production was greatly increased, but because of the higher demands from industry in which a large and important part is played by the metallurgical industries of the province of Quebec, Canadian Refractories Limited will spend an additional \$3,500,000 in the near future on a new basic brick plant in Argenteuil County. It will be the most modern plant of its kind on the North American Continent.

Hear NYC Application To Discontinue Service

Hearing of an application by the New York Central Railway to discontinue passenger service between Helena, NY. and Ottawa opened here this morning before the Board of Transport Commissioners.

Sitting as chairman is Hugh Wardrope, Assistant Chief Commissioner. Other members of the board are Armand Sylvestre, Deputy Chief Commissioner, and H.B. Chase.

This morning's session was taken up with submission of financial statements presented by the railway company.

Also represented at the hearing are the City of Cornwall and Cornwall Township - which are contesting the proposed discontinuance of service.

NY Central seeks to end train service

Cornwall June 26 The Board of Transport Commissioners for Canada heard seven witnesses for the New York Central Railway system give evidence to the effect continuation of the passenger service between Helena, NY, and Ottawa, is a financially unsound Venture.

Evidence was also given by two representatives of bus lines serving communities between Cornwall and Ottawa which are also NYC centers. The hearing is on an application of the NYC to discontinue passenger service between the two points.

All Railway officials testifying in the first day of the hearing indicated that ticket sales have decreased steadily during the past 10 years. Evidence was that value of passenger ticket sales was \$3,786 last year and only \$3,348 in 1949.

Those testifying were F.E. Weaver, trainmaster, Norwood NY, S.A. Francis and James H King, special investigators with the office of the executive vice-president; John E. Finucane, Canadian freight and passenger agent, Montreal; V.A. Donnelly, representative of the railway express agency, Rochester, NY; William Smith, assistant manager of mail and express traffic, New York City; C.S. Thompson, NYC agent at Cornwall, Hugh E. Trainor, traffic, freight and passenger agent, Ottawa.

Charles Belfort, superintendent of Transportation, Colonial Coach Lines limited, and Arthur Cardinal, proprietor of the Cardinal bus system, appeared for their respective concerns to outline passenger services between Ottawa and Cornwall.

Appearing for the railway is Cuthbert Scott, KC, of Ottawa; G.A. Stiles is representing the City of Cornwall, and the United Counties of Stormont, Dundas and Glengarry are represented by S.E. Fennell.KC..

Hugh Wardrope, assistant chief commissioner, is Chairman of the hearing, with H.B. Chase, CBE, commissioner, and Armand Sylvestre, deputy chief commissioner, as his aides.

27/06/1951 *Ottawa Journal**New York Central*

Reserved decision on request of NY Central to end service

Cornwall June 27th. Decision was reserved by the board of Transport Commissioners on an application by the New York Central Railroad to discontinue passenger service between Helena, NY, and Ottawa. Headed by Hugh Wardrope, assistant chief commissioner, as chairman, the three-man board conducted a hearing on the application in the County Courthouse here.

Mr. Wardrope, announcing reservation of the board's decision, said certain aspects of the evidence presented by the railway and objections to cutting off the service would require special study and consideration. The hearing opened Monday morning and was concluded Tuesday afternoon. Evidence submitted by the railway show the operation of passenger service over the route had been a losing proposition for the past 7 years. F. W. Weaver, NYC trainmaster from Norwood NY, said there was accommodation aboard the train for 133 people. James H. King, special investigator of the office of the railroads Executive Vice President, said that in a 36 - day operational period the number of passengers from Cornwall to Ottawa was 1353, for an average of 3.75 per trip. The average from Ottawa to Cornwall was 5.41 per trip. F.A.R. MacFadden auditor for the city of Cornwall, expressed strong objection at Tuesday's hearing about about the manner in which to statistics on the railways operating expenses was presented.

"I cannot draw a single, accurate and valid conclusion from the exhibits placed before this board", said Mr MacFadden. "There is doubt in my mind as to whether accounts presented as evidence are accurate expenses or a mixture of accuracy and estimates."

Asked by H.B. Chase, a commissioner, if he agreed that actual expenses could have been higher if compiled on a pro-rata system, Mr McFadden said he had considered this possibility.

"But that does not alter the fact I can't draw an accurate conclusion from accounts presented", added Mr McFadden.

Appearing for the railroad, Cuthbert Scott, QC, of Ottawa, told the board "There was plenty of evidence" to indicate financial losses more than outweighed inconvenience to those using the passenger service.

"I submit it has been shown there would not be a great deal of inconvenience to people residing in the area served by this line", said Mr Scott.

"There has been no substantial passenger traffic in the past 5 years --- the Cornwall - Ottawa route has been patronized by as few as three three people on the average. The average for Ottawa-Cornwall trips has been about 5 people or less."

Ottawa, Hull indifferent.

Mr. Scott expressed the opinion the cities of Ottawa and Hull should be interested in the railway's application to discontinue service. Both cities, however, had demonstrated complete indifference by having no legal representation at the board meeting.

Council for the railway deal dealt with representations by a delegation from Russell County, contending the delegates were more interested in obtaining some financial settlement of a grant made by the council in 1897 to the old Ottawa - New York Railway.

Mr. Scott listed the railways losses since 1948. These were \$27,940 1948, \$37,021 for 1949 and \$31,380 in 1950.

Solicitor for the city of Cornwall, G. A. Styles, objected to granting of the application on the grounds evidence submitted by the NYC had been "improperly prepared" and it was not possible to decide whether figures gave a true picture of conditions.

Mr Styles agreed that there had undoubtedly been a decrease in passenger traffic as well as financial losses in the freight service. It seemed incredible, he said, that the railroad did not seek to halt freight services if figures presented were correct.

Not proper information.

"I contend the railway has not given us proper information concerning the relation of this line with the remainder of the NYC system" said Mr Styles

Counsel for Cornwall Township, S.E. Fennell, KC, supported Mr. Styles in the contention a true picture of financial conditions could not be obtained. Mr Fennell said this was impossible because the accounting system was not compiled on a pro-rata basis. He said the passenger losses were said to be substantial, but the railway still was willing to carry on freight services which showed even greater financial loss.

Mr. Fennell did not subscribe to the suggestion that passenger services could be taken care of by bus companies. He did not believe anything should be done to assist railways from leaving the passenger field. He did not think bus services in this part of the province were sufficient to meet the demands of travelers.

"If the railway wants to have rights to freight services, it should be willing to assume its responsibilities as a passenger line". Mr. Fennell concluded.

The other member of the three-man board hearing evidence was Armand Sylvestre, deputy chief commissioner.

04/07/1951 *Ottawa Citizen**Chalk River*

Killed At Crossing

Carleton Place Man Is Victim

Special To The Citizen CARLETON PLACE Ernest Donnelly, 50, of Moore Street, was instantly killed this morning when his car was struck by No. 8 passenger train proceeding toward Ottawa at the Rosamond Street crossing. The accident occurred about 8.10 o'clock.

Mr. Donnelly, had been fishing, off Bates and Innes Ltd. bridge and decided to try an other fishing spot. He drove his car about 100 yards to the crossing when it was struck by the train. He was alone at the time.

Thrown Clear

The impact carried the car about 60 feet along the right-of- way. Mr. Donnelly was thrown clear but was dead on arrival of Dr. J. A. Johnston.

The train was in charge of conductor A. R. Edwards, of North Bay, and the engineer was Charles Murphy of Ottawa, and the fireman James Leach, also of Ottawa.

The crossing where the fatality occurred has only the ordinary criss-cross railway signs and is not protected by either gates or mechanical warning signal. The view to both sides of the crossing is open, however.

He had been employed as a night watchman at Findlays Ltd., and is survived by his wife and his son, Arnold, of town.

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

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

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

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

Tragic Conclusion

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

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

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

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

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

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

Capt. Lucien Gagnon aided Inspector Lavigne in the case.

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

Glenn of 573 Albert Street, Ottawa, was fireman.

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

18/07/1951 *Ottawa Citizen**Beachburg*

Auto Runs Into Train

By Staff Reporter PEMBROKE When their car ran into the side of a slowly-moving train engine, two Pembroke district men escaped with slight injuries here last night in a level crossing accident on the Town Line, Pembroke.

Injured were W. J. Clarke, 70, RR 1, Rankin, who received bruises to his leg and right hand and George Clarke, RR 1, Rankin, who sustained air and nose bruises.

Police revealed that the men were in a car, operated, by W. J. Clarke, which was travelling North on Town Line when it ran into the side of a CNR engine which was slowly backing East on the siding. The car was thrown into the ditch and damaged to the extent of \$300.

R. A. Conley, 382 Frank Street, Ottawa, was conductor on the train while the engineer was J. Murdock, also of Ottawa.

18/07/1951 *Kingston Whig Standard**Kingston (CP)*

Railroad Man for 48 Years, Retains Interest in Trains

By Dorothy Taylor, Staff Reporter

Neuman Bridgen is a railway man. Although retired, he still dreams, and thinks in railway terms and he remembers every detail of his 48 years' service with the old Kingston and Pembroke Railway, now but one of the tentacles of the Canadian Pacific Railway.

If you were to visit him and chat in the living room of his home at 37 Ellerbeck street, you would sit across from a tall, thin, bright eyed old gentleman, whose one leg is slightly shorter than the other as a result of a long-ago railway accident. He would tell you his father helped build the old K and P Railway and that his three brothers and two sons also worked on the rails. Soon you would realize that train work was a part of Mr. Bridgen, and he would warm up to his story.

A man would have to love his job to work so hard for so little as Mr. Bridgen did for many years. When he started as a section man on the rails at Sharbot Lake at the age of 17 and when he was transferred to Kingston as a brakeman the following year, he was paid \$1.20 for each run, no matter how long it took, and it usually took six hours to travel the 104 miles from Kingston to Renfrew. During the round trip Mr. Bridgen, as brakeman, had to load and unload freight. From 1887 until 1912, Mr. Bridgen worked as a brakeman, making trips loading and unloading freight and like every railway man, always taking chances. But he was lucky and while in a few minor accidents for a time he escaped unscathed.

But a railway man can live a charmed life for only so long, and on August 15, 1931, about 19 years after he had been acting as a railway conductor, and about 34 years after he started work on the road, his luck ran out. He was riding a train just pulling in at the old depot on Ontario street when it split a switch and was partially derailed. As the train swayed from side to side, Mr. Bridgen was thrown to the tracks.

He was in a cast 93 days, his hip broken in four different places, and after it was removed he had to learn to walk again. The injured conductor missed six months of work and had hundreds of dollars in doctor bills to pay and he got no help or compensation from the railway. But, as he told about his misfortune, he was not bitter, but hurried to explain why he was treated unfairly.

"I had just come in from a run," he said, "and there was another train right behind the one I was on. The engineer had never been in the Kingston depot before and he asked me to help him bring the train in. I hopped on and in a few minutes the train was derailed and I was hurt. I had been helping him without orders and thus I got not compensation.

"If the station agent had said in his report of the accident that he had told me to mount the other train, I would have been helped by the company in my misfortune. But he refused to help me in this way and I had to pay the whole shot," he said. Upon his return to work after the accident, Mr. Bridgen was appointed trainman and did all spare conductor work until his retirement in 1935.

He returned to the subject of pay at this point, revealing that in 1911, the year before the K and P became part of the CPR, he was paid \$1.50 for every hundred miles, a far cry from the former \$1.20 for a round trip.

"When the CPR took over the line, we got the same pay as they got on the main line," he said, "and that was pretty good." But the pay needed to be good, for the job of conductor is difficult and burdened with responsibility. A conductor of a train is like the captain of a ship, Mr Bridgen explained. He is in charge of the whole train and gives orders to the engineer and two brakemen.

"The conductor on the Kingston to Renfrew run," said Mr. Bridgen, "had to get up at one in the morning in Renfrew and leave the next hour for Kingston where the train was due at eight o'clock. He was then off duty until seven o'clock the following morning when he started on a run back to Renfrew."

Here Mr. Bridgen explained why he referred only to runs from Kingston to Renfrew, never mentioning Pembroke. Although the line was known as the Kingston and Pembroke it only ran to Renfrew, 40 miles from Pembroke, because the CPR had stepped in and claimed the right to run a line from Renfrew to Pembroke.

"So really," said Mr. Bridgen, who could not help chuckling at this discrepancy, "the K and P was the K and R."

After 48 years and four months of service, Mr. Bridgen, who was one railway man who never refused duty, no matter how tired he felt, retired with a pension. After so many years it was hard to replace excitement with a routine. But he still has part of him with the railroad, for his son, Gordon, works on the railway near North Bay, the only member of the family still an active railwayman.

To Cut Service of NYC Line

The Board of Transport Commissioners today authorized .the New York Central Railroad to discontinue its passenger service between Ottawa and Helena, NY, for six months of each year.

The service may be shut down from November to April, inclusive, each year. It must operate the rest of the year.

The company, arguing that it was beating a substantial loss on the service, asked permission to discontinue the service entirely m a hearing before the board at Cornwall, Ont, last month.

The present service is two trains daily, one leaving Helena and the other leaving Ottawa. The traffic is purely local between Helena and Ottawa, with no connecting links beyond those two points. Before 1939, when the railway was authorized to reduce the service, there were two passenger trains daily each way.

Today's order doesnot affect the railway's freight service.

23/07/1951 *Ottawa Journal**New York Central*

NYC to Run November To April

The Board of Transport Commissioners has ruled, that the New York Central Railroad must continue to operate its passenger service between Ottawa and Helena, NY. between the months of November and April inclusive. . As a result of the NYC's application to the Board to cut its year-round service because of present substantial loss, the NYC must not operate between May and October. With the cut service, one train will leave Ottawa and Helena every day, during the months the company is obliged to operate.

25/07/1951 *Ottawa Citizen**Prescott**Osgoode*

Train Demolished Coupe, Driver Seriously Hurt

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

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

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

Wreckage Strewn 100 Feet

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

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

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

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

25/07/1951 *Ottawa Journal**New York Central*

Ottawa - Helena NYC service stops August 15

Cornwall, Ont., July 25. Passenger service on the New York Central Railway line between Ottawa and Helena New York, will halt Aug. 15 and resume next November, it was announced here today.

The change in schedule is to comply with a federal Transport Board order permitting the company to suspend passenger train operation from April to November.

The company's application to discontinue the service entirely as unprofitable was heard here last month.

01/08/1951 *Ottawa Citizen**Beachburg*

Death struck shortly before 8 a.m. today at the lonely Corkstown Road CNR crossing about three miles southwest of Ottawa. Mrs. Georgina Goody, 37, of 412 Preston Street, was instantly killed when the auto in which she was riding smashed into the side of the locomotive of a westbound CNR freight train travelling at 40 miles an hour. Driver of the car, Kenneth J. Thibeau, 374 Frank Street, escaped with severe face and leg lacerations. He was rushed to Civic Hospital by ambulance. Authorities said his condition was not serious. Both Thibeau and Mrs. Goody were flung out of the car by the force of the impact. The crumpled light coupe was tossed 22 feet west of the crossing. Its motor was torn loose and hurled 69 feet from the crossing. Mrs. Goody's body was found a scant four feet behind the car. Thibeau landed a short distance away and staggered to his feet. The 54-car freight was bound for Brent. The car, driven by Thibeau, was heading northeast into Ottawa, police said. Train Fireman Edward H. Goddard, 276 Carruthers Avenue, told this story of the crash: "I was standing up front when I noticed this car coming over the knoll. "The driver didn't seem to pay any attention to us. He hit our left front pilot step. "Just before they hit I noticed the woman in the car look up at the engine. She threw her hands up. "The next thing, parts of the car were flying around. It just reared up and turned completely around."Fireman Goddard and Roy Brown.,133 King George Street, Overbrook, raced back to the crossing after the train had roared to stop almost 1,000 feet to the west. They found Thibeau walking around, half-dazed. Mrs. Goody's body was slumped behind the car."The driver told me he had the radio on in the car quite loud. He figured that was why he hadn't heard the train," Goddard said.Engineer Charles F. Velnot, 182 Belmont Avenue, and Conductor Percy Sloan, also of Ottawa, told Ontario Provincial Police that the train whistle and engine bell were working as the freight approached the crossing. There is no wigwag or bell at the crossing itself but from the southwest the gravel Corkstown Road slopes 250 feet toward the crossing.It was the right front side of the car which collided with the locomotive step. The car was hurled Into the air, swung completely around and left facing toward the crossing. The tragedy which sent Thibeau to the hospital was the second to hit the Thibeaus in three days. Mrs. Thibeau had just been admitted to hospital Monday for a serious operation. Thibeau was given first aid treatment at a nearby farmhouse by Dr. W. O. Robertson, of Carp, then rushed to Civic Hospital by Exclusive Ambulance.

02/08/1951 *Ottawa Citizen**Maniwaki*

Train-Truck Smash. A train whistle cut through the air, then came the crash and all that was left was the battered hulk of this three-ton dump truck. Onlookers survey the scene at the Chelsea Road level crossing near the Avalon Hotel where 30-year-old Gerard Legros, of Masham, Que., was Instantly killed yesterday after his truck collided with the side of a CPR freight train. It was the second level crossing fatality In the Ottawa area in less than six hours. Earlier, 37-year-old Mrs. Georgina Goody was killed at a crossing three miles southwest of Ottawa. Photo by Newton

06/08/1951 *Ottawa Journal**Belleville**Perth*

Derailment Tears CPR Line Near Perth

SMITHS FALLS, Aug. (Staff) Traffic on the CPR main line was delayed briefly laat night when one box car of an eaatbound freight tralin jumped the tracks during switching operations a mile east of Perth. No one wa injured.

The derailment resulted in a stretch of track being ripped up. Rail official said service could continue over another track.

Provincial Police Corporal H A. Caldwell and Constable Bud Mitchell of the Perth detachment investigated the accident. A wrecking crew was despatched to the scene from the Smiths Falls rail shop to clear the line.

End Of An Era: .

53-Year-Old N.Y.C. Passenger Service Suspended 'Till Fall

With a sharp blast of its whistle and a belch of black smoke from its time-honored smoke-stack, the last New York Central passenger train to travel through Cornwall during summer months chugged away from the old, gray station in the city's west end last night.

Along with a few passengers and some express, the train also carried old, and, perhaps, somewhat misty, memories for Charles S. Thompson, agent-telegrapher at the local NYC depot since 1933 and an employee of the railroad since 1909.

This trip marked the end of an era in the history of this 53-year old division of one of the greatest railroads to the United States. For last month the Board of Transport Commissioners at Ottawa authorized the company to discontinue passenger service on this division for six months of the year from November until April. Arguing that it was bearing a substantial financial loss on the service, the company asked permission to discontinue passenger service entirely at a hearing before the board here in June.

Little Used

Few Cornwall people today use the line which extends from Helena, N. Y., across the mighty St. Lawrence River via Roosevelt International Bridge to Canada's Capital City.

But such was not always the case. This division, which used to run through to Tupper Lake, N. Y., used, to have a heavy passenger trade.

Mr. Thompson, who has been with the line for 42 years - all spent on this division - sat at his workworn desk in the old-fashioned office and reminisced yesterday afternoon,

"Why I can remember when I used to sell tickets for an hour steady before train-time," said

the balding, bespectacled agent with perhaps, a trace of witfulness in his voice, "It wasn't unusual in years gone by for between 45 and 50 passengers to board a train at this station.

"I certainly am sorry to see summer passenger service cut off," said the veteran railroader in reply to the reporter's question.

But he was philosophical about the whole thing, for he knew he would still have work to do, as freight service will still continue.

"When I started my apprenticeship at Newington we had four passenger and two freight trains a day. Then in 1939 passenger service was reduced to one train up and one down," Mr. Thompson said.

"Yes, we did a terrific passenger business years ago. Why I have sold tickets for two special trains for two days during Ottawa exhibition week, and each train was loaded to the roof.

"We ran specials for holidays, too. I remember Christmas, Thanksgiving and other holidays

when we ran two specials and they were packed," the agent said. "Last July 12 we ran a special for the Orangemen - probably the last. It was the first since wartime when special troop trains ran to Ottawa."

Ten years ago passenger ticket sales at the Cornwall station totalled between \$1,800 and \$2,000 for a month. Now the average is between \$400 and \$500. Last month 262 tickets were sold.

Started in 1909

Mr. Thompson began his apprenticeship with the New York Central at the Newington station in 1909. Since that time he has worked at Santa Clara, N. Y., Kildare, N. Y., Dickenson's Centre, N. Y., and Black River, N. Y.

His first position after completing his apprenticeship was as an assistant agent at Russell and he was at the Berwick station for 21 years.

"I learned my operating at Newington," Mr. Thompson said, "and when I came to Cornwall

in 1933 I was put on the second trick job. Then the agent died and the man next to him moved up to his job. When he died some time later I got the job."

When the reporter hesitantly queried Mr. Thompson about his age, he replied with a smile, "Oh, I'll soon turn 50."

But he was just joking. He will celebrate his 60th birthday next Tuesday; He has five more years to go before retirement.

"And you can say this too," he added. "The New York Central is a great company to work for. In the years that I have been with them they have certainly been good to me."

He wasn't positive, but he thought the line to Ottawa was opened about 53 years ago.

Yesterday morning he sold a ticket to an elderly lady from Harrison's Corners who said she travelled on the first train 53 years ago and she wanted to travel on one of the last ones.

Freight business is still, "very good," Mr. Thompson pointed out. It will not be curtailed and two freight trains a day will continue to operate. Express will also be carried on these trains.

01/09/1951 Ottawa Citizen Winchester Monkland

Two Brothers Die in an Early Morning Crossing Accident

Special To The Citizen CORNWALL Two brothers from St. Andrews, a small farming community five miles north of here, were killed instantly early this morning when their automobile was struck by a speeding CPR Montreal-Toronto overnight express at a level crossing, two miles West of Monkland.

Dead are: Lawrence Maloney, 23, and his brother, Hugh Patrick Maloney, 30, both residing on the family farm at St. Andrews.

Thrown 150 Feet

Their car, struck dead center by the heavy locomotive, was carried 150 feet before being tossed onto an embankment.

Hugh Patrick Maloney was pinned under the vehicle, while his brother was tossed clear. The car was wrecked completely,

They are survived by their father, Ambrose Maloney, seven brothers and two sisters. The car carrying the two brothers apparently was travelling south, on the Delaney sideroad leading to Highway 43 which, crosses the CPR mainline about two miles west of Monkland. Monkland is 12 miles north of Cornwall.

The train was the third section of the overnight passenger express from Montreal to Toronto. Two other sections had preceded the special section some time earlier.

After striking the car, the train ground to a stop 2,000 feet west of the crossing. Its crew consisted of Conductor M. A. Lyn, Engineer Gordon Graham and Fireman H. Hyland, all of Smiths Falls.

The two crossing victims lived at home but were employed at the Howard Smith paper mill in Cornwall.

National Rly, Historical Men Visit Capital

The Midwest Chapter of the National Railway Historical Society, Inc., 330 members strong, visited Ottawa Sunday afternoon.

Behind Locomotive No. 2222, a 1927 model far removed from the Super Chief, they "roared" into the Capital from Montreal, where they are holding their annual convention.

Dressed in striped, peaked engineers caps and colorful windbreakers bearing railway badges and crests, they swept through the Union Station and out to George Loop, where they went on a street-car tour of the city.

Playing right along with the "historical" aspect, OTC General Manager Dave Gill placed four of Ottawa's real old timers at their disposal, including one of the wooden-sided "Toronto Boneshakers", and the oldest car still in use in Ottawa.

Touring Rail Lines

The society, which has its headquarters in Akron, Ohio, has toured most of the railway lines in the United States and Canada. The group yesterday was headed by W. L. Hay, chairman of the convention, and the president, G. E. Hooper, of Baltimore, Md., an executive of the Baltimore and Ohio Railway.

Their tour took them out the OTC's lines to Britannia, and Hull. They also visited the Parliament Buildings, stopped off at the Ottawa West railway yards of the CPR, and paid a brief visit to the OTC car barns near the yard.

The special train on which they travelled from Montreal made up of old time wicker-seated, open-ended coaches and a diner, arrived at the Capital via the line through Montebello. Returning, they took the route through Vankleek Hill.

The group also toured Montreal and nearby points by ancient streetcars.

14/09/1951 *Ottawa Citizen**Chaudiere*

Ernest R. Martin Dies Between Two Boxcars

A veteran railroader, Ernest R. Martin, 60, of 1127 Wellington Street, was crushed to death yesterday afternoon, when he lost his balance and fell between two boxcars.

Mr. Martin, a CNR yard foreman, was on the ladder of a slowly moving freight car, directing the "spotting of a carload of malt into the siding at the rear of Brading's Breweries.

As the car approached the center door in the rear of the brewery, Martin leaned over to signal the trainman. He apparently brushed against a second car standing on a spur track near the moving train.

The trainman fell and was crushed against the steel ladder of the stationary car. Several brewery workers rushed to his aid, but when "on the scene" treatment failed to revive the injured man, he was rushed to the Ottawa Civic Hospital, where he died in the emergency ward, a few minutes after his arrival.

Coroner Dr. W. T. Kendall told The Citizen that Martin had ruptured his liver as a result of the crushing and had been injured beyond help. He stated that an inquest will probably be held.

14/09/1951 *Ottawa Journal**Chaudiere*

Order Inquest Into Death Of Brakeman

An inquest will be held into the death yesterday of longtime CNR employe Ernest R. Martin, 60, who was crushed between two boxcars on a spur line behind Brading Brewery.

Mr. Marten was a yard foreman. He was standing midway along a freight train relaying instructions from the rear brake man to the engineer while a car of malt was being "spotted", at a loading platform.

His clothing was caught by a ladder affixed to the side of one of the box cars, and he was dragged between two other box car.

"He was kept upright and rolled to death between the two cars", said Newman Dubroy, who witnessed the tragedy.

"The train was only going about one mile an hour..It was heading west."

Richard Driscoll and Charles Townsend were brakemen on the train; Jack Dale was the engineer and William LaSalle the fireman.

Mr. Martin was taken to hospital by Exclusive Ambulance, apparently suffering from severe shock. He died half an hour.

Dr. W. T. Kendall, coroner, ordered an autopsy.

17/09/1951 *Athens Reporter**Westport**Athens*

Strong opposition to the closing of the Canadian National Railway line (the Brockville and Westport) from Lyn Junction to Westport was registered at the regular meeting of the Athens village council. Reeve Guy Purcell and all councilors were in attendance at the meeting, at which the members agreed to send a representative expressing their views to any board or committee meeting held in connection with the line's closing. A copy of the resolution was voted to be sent to the Board of Transport Commission at Ottawa.

17/09/1951 *Ottawa Journal**Chaudiere*

Accident Victim Paid Final Tribute

Many mourners gathered at the funeral of Ernest R. Martin, held this morning at St Jean Bspitiato Church.

Mr. Martin, a yard foreman with the CNR, was killed on Thursday when he was crushed between two boxcars on a spur line behind Brading Brewery.

21/09/1951 *Ottawa Citizen**Beachburg**Kinburn*

Train Kills Eight Cows

KINBURN Dan Grierson of Woodlawn, suffered a \$3,000 loss when eight out of a herd of 18 milk cows, were killed by the westbound CNR flyer. The cows broke out of a back field into one along side the railway tracks.

02/10/1951 Ottawa Citizen

Lachute

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

Four hundred crushing; tons of runaway freight cars brought! Hull shudderingly close to major disaster late yesterday afternoon
The outcome of the frightening run of 18 suddenly loosened cars through the Chaudiere Falls yards of the E. B. Eddy Company was: one man injured, three other escaped death by inches, a big tractor-trailer smashed to rubbish and a serious traffic tie-up for Hull and Ottawa.
The incident would probably have cost lives and damage, however, had it occurred scant minutes later. Lines of cars had just started the rush-hour stream into Hull and an OTC street-car was just about to move down the tracks from the Hull terminal.

Cause Unknown

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

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

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

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

Moving Through Yards

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

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

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

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

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

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

Gauthier's Ambulance took Tessier to hospital.

Commented one observer:

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

06/10/1951 Ottawa Citizen

Montreal and Ottawa

Vankleek Hill

Train Hits Auto, Kills One, Hurts 5

One man was killed and four persons injured three seriously when a CPR flyer crashed into their car about a mile north of Vankleek Hill last night.
Dead:

Keith Munro, RR 2, Lanark.

The injured:

Donald Wilson, 23, RR 2, Lanark.

Helen Sauve, 19, of Alexandria.

Ruth Pigeon, 18, of Alexandria.

James Andrew, 26, driver of the car, Keewatln Avenue, Toronto, escaped with slight injuries.

Jean Lepage, of Alexandria, suffered shock and bruises.

In Its Path

Police report that the accident occurred on Highway 34 at the CPR crossing. The party, driving west, and the driver apparently failed to see the south-bound train until he was almost in its path.

The car was thrown 55 feet and overturned twice. It came to rest on a set of tracks beside the one used by the train.

Provincial Constable Fred Goddard of Vankleek Hill investigated.

All the injured were taken to hospitals in Hawkesbury

10/10/1951 Ottawa Citizen

Renfrew

Island Park Drive

The Prince and The Princess are here! Her Royal Highness, The Princess Elizabeth, and the future Queen of the United Kingdom and "the Dominions Beyond The Seas" stepped off the Royal Train at 10 a.m. at Island Park Drive with her husband, the Duke of Edinburgh.

15/10/1951 Ottawa Citizen

Chalk River

Hit By Train District Pair Are Killed

By Staff Reporter PEMBROKE, Ont. Thrown more than 100 feet when their automobile was struck by a moving freight train, two district men, Eric H. Daber, 54, of Petawawa Township and Henry Vogelsson, 15, RR 6, Pembroke, were fatally injured about eight miles west of here; Saturday.

The two men, who died a short time after the mishap, were in a car driven by Daber which was struck at a level crossing on the Black Bay Road a short distance east of Petawawa.

The mishap which took the two lives still remained somewhat of a mystery to police. They report that apparently the car was travelling west on Highway 17 and, turning off the highway on to the township road, was struck when it reached the railroad tracks a short distance from the highway.

Daber, the driver, had been using the road for many years, and it is thought that either he did not see the train or could not get off the tracks before it struck.

The two bodies were thrown for more than 100 feet by the force of the crash and the car was totally wrecked, having been hit about the middle.

The train was a west bound extra CPR freight, in charge of Conductor Trevor Code, Engineer Harvey Wagner and Fireman D. Graham all of Smiths Falls. The train proceeded following the investigation.

Vogelsson was a son of Frank Vogelsson of Stonecliff.

Dr. J. C. Bradley, coroner, Pembroke, was called to the scene and indicated that an inquest would be held.

Sgt. H. S. Gall and Constable O. I. Widdows, provincial police, Pembroke, are conducting the investigation.

Finds CNR Foreman Had to Place "Himself in Jeopardy"

A coroner's jury last night decided a CNR foreman, killed between two boxcar September 11 behind finding's Brewery . "had to place himself to jeopardy" to properly carry out his job.

The foreman was Ernest Martin. He was crushed between two cars on side-by-side sets of tracks, while assisting to "spot" a car of malt behind the brewery.

Mr. Martin was relaying signals to other members of the train crew as he directed the operation.. No one saw him struck, but he was spparently caught between the two cars at a point where the sets of tracks were only 11 inches apart.

The siding concerned has since been changed.

The five-man jury lifting under Coroner Dr. W. T. Kendall last night recommended that all sidings be inspected and made safe in order to avoid a similar accident.

16/11/1951 *Morrisburg Leader* *Kingngston (CN)* *Cardinal*

Wilburn Hall of Iroquois was tragically killed in a crash between his vehicle and the Canada Starch's Diesel Engine in the village of Cardinal. His son, Clayton, was also injured in the crash but would recover.

03/12/1951 *Ottawa Citizen* *Kingston (CN)*

Train-Truck Crash Delavs CNR Traffic

PRESCOTT Westbound traffic of the Canadian National Railway's main line was delayed two hours at: noon Saturday, when a laden gravel truck stalled on a crossing one mile west of here and was hit by ar. east- bound freight train.

The truck, owned and operated by Lawrence Quinn, Prescott. was southbound on the Blue Church Road with four yards of gravel for the CIL plant under construction at Maitland.

The crossing makes a slight raise in the roadway and the truck stalled on the south tracks. Seeing the freight rounding a curve from the west, Quinn tried frantically to get his truck clear but was forced to jump about a minute before the crash.

The freight, a Diesel-drawn string of considerable length, was in charge of Engineer D. G Worth of Brockville, and Conductor J. A. Trudgeon of Montreal. The engineer told investigating police officers that he saw the stalled truck and signalled several times, but when it was evident that it was't moving, he applied the brakes, but the heavy train carried the truck over 375 feet before coming to a stop. The dump truck jack-knifed on the front of the Diesel, the rear of the dump body tearing up ties and twisting the rails on the north set of tracks. The truck was a complete loss.

The westbound passenger train, due out of Prescott at 11.35 was held up until 1.45 p.m., when It was given a clearance over the south tracks, used for eastbound rail traffic. The track was repaired shortly after with westbound traffic returning to its usual right-of-way but proceeding at caution pace over the repaired portion of the track.

Investigation was made by Cpl. M. E. Armstrong of the Prescott detachment of the provincial police.

10/12/1951 *Ottawa Journal* *New York Central* *Hurdman*

Friday the 13th.

On the afternoon of October 15, 1950 Friday the thirteenth - the truck in which Mr. Forget was a passenger was struck at the New York Central crossing one mile east of Hurdman's Bridge.

Minutes later Mr. Forget lay in agony his legs crushed and his left arti ripped and torn.

He almost bled to death and when be was taken to hospital the doctors put him on the critical list.

19/12/1951 *Ottawa Citizen* *Waltham* *Deschenes*

Level Crossing Casualty Colliding with a CPR train at the level crossing near Deschenes shortly after 1 p.m. yesterday, this Clark Dairy truck and its milk contents suffered extensive damage. The driver, Marcel Lavigne, 29, of 66 Kent Street, Hull, did not see the train until it was too late to stop on the slippery road. He and his helper, George Ouel-lette, 16 of 95 Maisonneuve Street, Hull, both escaped with minor cuts and bruises.

29/12/1951 *Ottawa Citizen* *Prescott*

Train-Auto Crash Twice Same Spot

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

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

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

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

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

29/12/1951 *Ottawa Citizen* *Prescott*

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