

Local Railway Items from Area Papers - 1953

05/01/1953 *Ottawa Citizen*

Lachute

Lachute

Three Killed, Four Hurt in Crash

Canadian Press MONTREAL A level-crossing accident near Lachute, Que., 40 miles west of here, yesterday took the lives of three persons and left four others in serious condition.

The accident occurred five miles north of Lachute when a Canadian Pacific Railway Montreal-Ottawa train struck an automobile in which the victims were riding.

Killed outright were Zotique Derouin, 68, Grenville, Que., his 70-year-old wife, Marie, and five-year-old Michellne Derouin, St. Philippe d'Argenteuil, Que. Injured Were

Wilfrid Derouln, 34, St. Philippe, Michellne's father and driver. of the car, suffered from a fractured skull and internal injuries. His six-year-old son, Denis, suffering from a broken leg and facial cuts.

Antoine Derouin, 21, Zotique's son, suffered from a fractured skull.

And his 17-year-old sister, Cecile, suffering from a double fracture of the jaw and throat hemorrhage.

Police said Wilfrid Derouin was driving his uncle and the latter's family to the station to catch a train to Montreal and apparently failed to see or hear the approaching Ottawa-bound train.

A coroner's Inquest was opened into the deaths and adjourned pending recovery of the injured.

A railway spokesman said the train carried the car 435 feet after striking it at Staynerville, five miles north of Lachute. The train was delayed almost an hour and a half.

Train Crew

The train was in charge of Engineer Charles Paterson, of 542 Parkdale Avenue, Ottawa and Conductor H. Desjardins of Montreal.

The accident delayed the train, which carried a number of Ottawans. for an hour and 28 minutes. Scheduled to arrive in Ottawa at 1.05 p.m. the train did not pull into Union Station until 2.33 p.m.

05/01/1953 *Ottawa Citizen*

Carleton Place

Ottawa West

Robert Tompkins

Elderly Man Drops Dead On Way To Work

Robert Tompkins, 105 Parkdale Avenue, 73-year-old machinist at the W. C. Edwards and Company Ltd. mill, 991 Somerset Street West, collapsed and died on the platform of the Ottawa West CPR Station, at Bayview Road and Scott Street, shortly after 6.30 a.m. today.

Mr. Tompkins, machinist at the mill for more than a quarter-century, was on his way to work at the time.

Two motorists, Leo Larabie and Laurent Binette, spotted the elderly man running across the platform and then saw him suddenly tumble into the snow at the north end of the station.

Pronounced Dead

The fire department emergency car, manned by firemen Bert Standing and Marcel Lacroix, rushed Mr. Tompkins to Civic Hospital, where he was pronounced dead on arrival.

Coroner Dr. W. T. Kendall said death was due to natural causes.

Earlier, it was believed that the aged man had been hit by a boxcar of a freight train at the station, but examination ruled out this possibility. Constables Lionel Lefebvre and Gerry Raymond, of Mr. Station, (sic) investigated.

07/01/1953 *Ottawa Citizen*

Chalk River

Arnprior

Three Have Close Call

Special To The Citizen ARNPRIOR-Three prominent Arnprior sportsmen, Allan G. Beattie, Stanley Sheffield and Bill Ramage, narrowly escaped death at 12.15 this morning when their late model car was struck by a westbound Canadian Pacific freight train at the Norma Street crossing here.

The three men were hurled from the car but were not seriously injured. Sheffield suffered superficial cuts while Beattie lost all his front teeth. They were taken to the Arnprior hospital where Dr. H. R. Giberson treated Sheffield and the three were returned to their homes. Damage to the car was extensive.

Beattie, accompanied by Ramage, was driving Sheffield home from the curling rink when he noticed the approaching train. He applied the brakes but his car slid to the crossing where it stalled and the slow moving freight caught the front section and hurled it into the ditch.

Constables A. Millner and K. Crockford, of the Arnprior Detachment, Ontario Provincial Police, investigated.

10/01/1953 *Ottawa Citizen*

Chalk River

Renfrew

Rule Renfrew Crash Deaths Accidental

Special To The Citizen RENFREW A coroner's jury brought in a verdict of "death by accident" in the case of the death of Ross Mason and his wife, Renfrew couple who died in a level crossing crash near here early on the morning of Dec. 31.

Coroner Dr. L. J. Mulvihill presided at the hearing and Crown Attorney Al Neville of Pembroke conducted the inquest Friday night in the council chambers.

Frosted Windows

Witnesses indicated that frosted windows probably prevented the couple from seeing the train as their car approached the crossing. The train's warning whistle was sounded, testimony showed.

Among the witnesses were Mr. and Mrs. Percy Wilson and Mrs. James Jack, who were eye witnesses; Dr. A. T. Mackle, who was summoned to the scene; Ontario Provincial Police Constable W. J. Gallagher, who investigated. Carmen Hogan, fireman of the train, was also a witness.

The jury consisted of Emerson E. Elliott, foreman and jurymen Kenneth N. Warren, Archie Pecore, Peter Grace and James Ritz.

Bill Ramsay, CPR representative, was present for the hearing.

Woman Hurt At Crossing

By The Canadian Press CORNWALL The second train-car crash in 12 days at the Cumberland Street level crossing off the north-west outskirts of the city has put Mrs. Arthur Poitras, 35, of Cornwall, in hospital with serious head injuries.

Mrs. Poitras was a passenger in a car driven by her husband 33, which ran into the side of a slow moving westbound CNR passenger train last night.

Crossing Unprotected

The crossing is on an ungrade (sic) and is unprotected by either lights or gates. Last Jan. 6 Garnet Lafave, 17-year-old Cornwall truck driver was injured when his panel truck was struck by a CNR freight.

Police said the train had just pulled out of the station, half a mile east of the crossing, when the car plowed into the baggage car, two cars behind the engine.

Fireman Gerald Charlette of Cornwall told police the train whistle was blowing when he saw the car approaching the tracks. The road was reported to be wet and slippery.

Engineer George Day of Montreal reported to investigating officers Cecil Watson and Bernard Arthur, of city police, that he was on the opposite side of the cab and saw nothing.

The car was wrecked and the injured woman was taken from the twisted vehicle by nearby residents. Her husband escaped without injury.

She was brought to Hotel Dieu Hospital where she is reported to be in considerable pain. Further X-ray examinations were scheduled for today to determine the full extent of her injuries.

Auto Slides Into Train

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

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

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

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

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

Car Pushed Into Path Of Slow Moving Train

Two cars and a slow-moving freight train tangled about 10 a.m. yesterday at the Hurdan's Bridge level crossing, injuring one Cornwall woman and causing damage estimated at \$1,300.

Mrs. Cecile Gagne, 40, of 506 Adolphus Street, Cornwall, was taken to Oeneral Hospital with head bruises and other possible head injuries. She was detained for X-ray examination.

The three-way accident followed this pattern:

One car driven by Mrs. Gagne's husband, Arsene Gagne, was proceeding north on Riverside Drive.

Near the crossing, Gagne spotted the CNR freight backing west. He applied his brakes and went into a skid.

A second southbound car, driven by Louis Morvan, 14 Center Street, had just cleared the crossing but could not avoid a collision with the Gagne car about 10 feet south of the crossing.

Shunted back into the path of the freight by the impact, the Morvan car was pushed 41 feet west, then tossed off the track. Morvan was unhurt.

Conductor of the freight was Joseph A. Smard, 383 Montfort Street, Eastview. Damage to the Gagne car was set at \$300 and to the Morvan machine at \$500.

Magnesite Mine Supplies 27 Nations

By Fred Inglis Evenlng Citizen Btaff Writer

KILMAR High up in the rolling Laurentians 950 feet above sea level is this sprawling company -town of Kllmar, owned by Canadian Refractories Limited. First you come upon the head frame at the mine, then the processing plant, the employes' homes and ether buildings, scattered over an area of about four square miles. Nearly 500 men work three shifts a day to unearth and refine great quantities of gray rock called magnesite. It resembles granite and is used In making a special type of bricks and cement, for lining open hearth furnaces and rotary kilns where they make steel, copper, glass and cement.

Kilmar is 11 miles from Calumet, up a winding road, so steep at times that when you're coming down hill, you see signs that say "Low Gear".

It was ex-mayor Brennan of Calumet who told me that Kllmar was founded by J. S. Kilburn who came from Owen Sound and cpened a small quarry In 1914.

The firm was known as the North American Magnesite Co.

Demand Created

The First World War created a great demand for magnesite and eventually there were two other firms, the Scottish-Canadian Magnesite and the International Magnesite, with quarries within a mile of each other.

Hundreds of teams of horses hauled loads of white ore over tortuous roads to Calumet where it was weighed and shipped in open cars to a world market. About 1927 the North American and the Scottish-Canadian firms amalgamated and about 1940 the Interrational Magnesite was absorbed.

Kilmar was named for Margaret Kilburn, daughter of George Kilburn who was president of the Scottish-Canadian Magnesite. Today the village has about 450 residents living In 60 company-owned houses and about 40 privately owned homes, permitted on company property. About seven single men, technicians, teachers and others, live in a comfortable lodge situated on the shore of Grenvllle Lake. Under the management of Louis Lorimer the housemaster, who works in the company laboratory, the men "batch it," cook their own food and wash the dishes. They have their own television set to help put in the winter evenings.

Shaft Sunk

After the open pits became worked out, the firm turned to standard underground mining procedure, sunk a shaft to 700 feet depth with stopes or tunnels at levels about 150 feet apart. Here the helmeted men with pneumatic drills and blasting powder wrest the white rock from the earth and bring it to the surface.

The ore is hauled to the firm's big plant about three quarters of a mile away where It is ground to a powder as fine as talcum. This powdered magnesite is fed into the upper end of a large, slowly rotating tunnel kiln, heated at the lower end. It is actually a giant steel pipe, eight feet in diameter and 263 feet long. At the "burning one" end of the kiln, the magnesite drops into an oil-fed furnace where it rotates in a temperature of 3,200 degrees, until it forms into clinkers and escapes through a series of drums onto a conveyor belt where it is cooled.

Big "Mixmaster

The clinkers are then ground to quarter-inch size and dumped into bins along side bins of powdered chrome ore, heavy black rocks that come from Cuba, the Phillipines and Rhodesia. A mobile hopper with a scale moves from bin to bin to get the right amount of ingredients which are then dumped into a king-sized "Mix-master."

Then the coarse, semi-dry mixture goes to giant presses that stamp out special shaped bricks that spend three hours in a dry kiln and eight hours in a firing kiln. It takes only five layers of these big putty colored bricks to make a carload 50,000 pounds! They also pack "plastic" cement in paper sacks, much like builders' cement. Clinker mix, another product, is used as a temporary bottom of blast furnace floors.

Works manager J. S. C. "Cliff" Perry tells me these furnaces are used in practically all high temperature furnaces such as the steel and glass industries, copper and cement plants. Omer Smith is in charge of "research and control" at the laboratories where technicians check the quality of ingredients, test the finished products, try to improve the products and find new uses for them.

Private Railway

The company has its own railway with three dleasel electric locomotives that haul the raw material and finished products over 12 miles of mountainous country on a line that follows the old "Scotch Road" to the CPR, at Marclan, east of Calumet.

The name Marelan, pronounced Mary-lan, is said to be coined from the name Margaret Elain, who was a member of the Kilburn family.

The CRL operates the only plant of its kind in the British Empire and is one of only two In North America. Its products go to 27 countries including Sweden, Belgium, Brazil, Venezuela, Egypt and India and to 29 of the United States, according to plant manager Fred Gauley.

Born in Grenville and scion of a pioneer family there. Fred Gauley helped to build the firm's first railroad, a secondhand 38-inch narrow gauge line bought complete from a firm at Port Arthur. He saw them switch to standard gauge in 1930.

20 Years To Go

With enough ore underground for at least another 20 years, workmen are putting the finishing touches on a large modern plant at Marelan, on No. 8 Highway, scheduled to go into production in May. Lome Duncan has been named manager of this new plant, built because the old one has outgrown its capacity. The new plant will quadruple the output and has all new equipment including a tunnel kiln and brick presses.

At the min, in charge of W. T. "Bill" Bray, the shaft has been deepened to 850 and plans call for a future shaft at another location. At the new head frame, they recently switched from car and cable hoist to skip hoisting, to bring out the ore. Personnel manager here is John White, who will be remembered by many former Forestry Corps men during the war, as a friendly, bi-lingual administrator.

The CIP is carrying out a selective cutting program on the firm's 4,500 acres of land and the company has its own reforestation plan.

From Many Points

Twenty-five percent of the employes live in Kllmar; the rest come by bus or car as far away as Vankleek Hill. Kilmar's school population of 150, half of which are local, attend two three - room company - assisted schools, now in charge of young principal Gerald Langllle, from Nova Scotia. There is a one-room French-Catholic school, an RC chapel and a Protestant Church, shared in turn by Anglicans and United Church people. A privately-owned store operates in a company-owned building and the Kilmar Home and School Association stages dramatic productions and plays badminton in a large Community Hall that seats 175 people. Proceeds go to provide hot soup and cocoa for school children.

They have their private fishing club and the lake has been stocked with trout. They have a fine artificial beach in summer and a winter ski slope and a large, lighted hockey rink.

With picture.

Two Hurt In Crash At Crossing

A CPR train smashed into a Producer's Dairy truck in Wood-roffe shortly before nine o'clock this morning, injuring two men.

Police said the men were "badly Injured" and the truck was totally wrecked.

Names of the injured men were John W. Behan, 951 Admiral and his son. Details of their injuries were not immediately available. They were rushed to Ottawa Civic Hospital for treatment.

Police at No. 2 Station received word of the accident at 8.53 a.m. Sgt. John Hepburn and Consts. Albert McConnell and Herbert East are investigating.

The accident occurred at the Springfield crossing on Cleary Avenue, near the Leafloor Brothers yards.-

The heavy truck is believed to have skidded into the train and was thrown an estimated 20 feet. The train involved was CPR No. 555.

It left the Ottawa West station at 9.05 bound for Chalk River.

Man Killed At Crossing

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

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

Train Afire, Truck Driver Dies In Crossing Tragedy

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

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

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

Paper Burns

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

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

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

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

Another Witness

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

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

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

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

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

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

Caption to photos

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

Child walks into train; badly hurt.

A young Ottawa boy who apparently walked into the side of a slow-moving passenger train in the West End yesterday afternoon is in serious condition at the Civic Hospital.

He is Dennis Ouellette, eight-year-old son of Mr. and Mrs. Emille Ouelette of 191 Forward Avenue.

He suffered a fractured skull and a fractured left arm.

The accident happened at the Hinchey Avenue CPR crossing parallel to Scott Street, about 5 p.m.

Mrs. Yvette Trottier of 208 Hinchey Avenue, a witness to the accident, told police the lad was walking with his head down and walked into the left side of the train.

The train crew corroborated Mrs. Trottier's story of the mishap. They told police they blew their whistle and rang their bell before they reached the Hinchey Avenue crossing.

The engineer was Fred Moffitt of 301 James Street. Other train crew members were Fireman George Frankland of 88 Rosemount Avenue and Conductor Edward Watson of 194 Breezehill Avenue.

A passerby, Bernard St. Laurent, 20, of 192 Hinchey Avenue, notified police.

The boy was rushed to the hospital in the Fire Department emergency car manned by Bert Standing and Leo Dallaire.

Constables Wilmott Glenn and William Saubders investigated.

15/03/1953

Ottawa Citizen

Prescott

Prescott

Transport Collides With Train
Special To The Citizen

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

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

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

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

"Very Serious"

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

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

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

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

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

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

17/03/1953

Ottawa Citizen

Lachute

Gatineau

Car Crashes Train, 2 Hurt At Gatineau

Two persons were injured when the car in which they were riding crashed into a stationary freight train at the Gatineau level crossing at 7.50 o'clock last evening.

The two injured, who were treated by Dr. Paul Vachon, of Gatineau, and were able to go to their homes were: Albert Scantland, 40 St. James Street, Hull, driver of the car, who suffered head injuries and Mrs. Lucille Preseault, of 42 Laval Street, Hull, who suffered a nervous shock.

The accident was investigated by Chief Elzear Plouffe, of Gatineau, who stated the train, in charge of Engineer W. E. Quinn, was stopped at the crossing when the car skidded into it. The car was damaged to the extent of \$100.

06/04/1953

Ottawa Citizen

Winchester

Smiths Falls

Badly Hurt In Train Yard

By Staff Reporter SMITHS FALLS Thirty-seven-year-old Stanley Powers of 53 Robinson Avenue was admitted to the Chambers Memorial Hospital early Sunday morning following a mishap in the CPR yards here that took his right leg and left foot from him. Powers is reported to be in "fair condition."

Police said Powers was crossing the CPR tracks at the west end of the station platform near the Victoria Street foot subway when the mishap occurred at 3.25 a.m. as he was on his way home.

No. 89, a CPR freight train from Ottawa, was entering the Smiths Falls yard and had stopped while a switch was being thrown. Powers was reported to have been climbing through the box cars when the train started to move. It is believed he was thrown beneath the wheel. His right leg and left foot were severed.

In charge of the train were Conductor J. T. Beckton and Engineer George Geenham, both of Ottawa. Powers was noticed by the train crew and taken to Chambers Memorial Hospital. Dr. R. J. Walker is attending physician. Powers is not a CPR employe. CPR Constable Frank Cooper and Smiths Falls Police Sgt. Harold Campbell and Const. Abe Martens investigated.

20/04/1953

Ottawa Citizen

Prescott

Kemptville

Ottawan Killed By Train At Kemptville Crossing

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

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

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

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

Taken To Hospital

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

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

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

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

Sudbury Driver Killed At Renfrew Crossing

Special To The Citizen RENFREW

A Sudbury man was killed instantly and a woman companion seriously injured early Sunday morning (26/04) when their late model automobile was struck by a CPR train Saturday. at a level crossing about a half-mile west of here.

Dead is Fred W. Harris, 57, of 178 College Street, Sudbury, superintendent of schools there.

His companion, Miss Grace Nichols, of Sixth Avenue, Renfrew, is in Renfrew Victoria Hospital suffering from a fractured leg, fractured arm, possible fracture of the other leg and pelvis and shock. Hospital authorities described her condition as "serious".

Coroner Dr. L. J. Mulvihill, of Renfrew, told The Citizen Sunday night that an inquest would be held as soon as the injured woman is recovered enough to testify.

Ontario Provincial Police reported that the car had been eastbound on Byers Road, a farm road some 100 yards west of Highway 17. The train was westbound CPR No. 7, second section of the trans-continental service.

The accident occurred at 1.03 a.m. There was no automatic signal at the crossing, but visibility is reported to be good at that point. The train was in charge of Conductor Emmett McCann, of North Bay, and Engineer Arthur Cousineau, of 77 Kenora Street.

The engineer told The Citizen Sunday night that the train had been travelling between 55 and 60 miles per hour.

"I saw the car," he reported, "about a quarter of a mile away. The car was stopped. The whistle blew, as it usually does at the crossing, then just as the train reached the crossing the car started again.

"It appeared that he (the driver) had gotten mixed up in his gears. We had no chance."

The locomotive finally stopped about 500 feet from the crossing, and the train crew got out to see what assistance could be given. Mr. Cousineau stated.

"The conductor telephoned to the Renfrew train dispatcher and the brakeman and I hailed a passing car to take the girl to the hospital," he went on. The train was halted for 30 minutes at the scene, before proceeding to Chalk River where a new crew took over the train.

The engineer said that it was the first time that he had had such an accident in 10 years as an engineer.

Thrown 60 Feet

Police further reported that the car, a 1953 Dodge, was thrown 60 feet by the impact and almost completely demolished.

It was the second such accident in the area within four months. About the beginning of the year. Mr. and Mrs. Ross Mason, of Renfrew, died when their car was struck by a section of the same train, at a crossing about 400 yards from the scene of Sunday's crash..

"Private Railway" Feeds Paper From Storage To Press

It's Complete With Switches And Sidings

To feed the giant press of the Ottawa Citizen 26 tons of paper are needed every 24 hours.

Unseen to the people who view the thundering press at work, at basement level, is the paper - feed apparatus which is actually the foundation of the press. Here can be seen the gigantic spools of paper from which are drawn the thousands of miles of newsprint, necessary each year for the production of The Citizen.

It takes 18 rolls of newsprint, (rolls vary in weight from 500 to 2,000 pounds) to ready the presses or in day's run and these have to be replenished as edition follows edition throughout the day,

A Special Language

The men in the reel room where the paper is fed to the press have their own language for the mountings on which the paper goes. Each mounting is called a "spider" and it takes three rolls, each on its own spider, to make up a reel. There is one reel of three rolls of paper for each of the six units of the press.

In the reel room is The Citizen's own private narrow-gauge railway. On it runs a train of five bogey-trucks. The trucks are used to carry the ton-weight rolls of paper from the paper storage room to the press. The massive rolls of newsprint face a "station" platform. In front, in a recessed right-of-way runs the bogey-truck railway. Workmen do not have to strain and lift to get the paper on to the trucks. It can be rolled directly from the platform onto the truck with a minimum of effort.

Switches And Sidings

The trucks carry the paper on the narrow gauge railway which has its own junctions, sidings and switch points to facilitate carriage to any one of the six "reels" of the press.

There are special turntables located in front of each "reel" where the trucks can be turned, backed off, shunted and routed to whatever-part of the reel room the load of paper must go. The newsprint comes from the Canadian International Paper Co. at Gatineau and one of the truckers of that firm, Dob McGlashan, has carried paper from the mini to The Citizen's plant for the past 17 years.

Appetite has increased

Bob cannot help contrasting the voracious demand of the present day press with that of 17 years ago. When he first began his paper-hauling job it was a big day when he brought in four rolls of paper, 1,500 pounds to the roll. Today he makes four and five trips a day to the mill, five days a week, to meet the demand. "She sure uses a lot now," he said admiringly of the great press. Adjacent to the reel room is a storage room where 200 tons of paper can be stockpiled. Careful control of the temperature and humidity of the room is maintained to ensure that all newsprint will be in the best condition for printing.

Article on removal of cross town tracks:

<http://news.google.ca/newspapers?id=aNowAAAIBAJ&sjid=Wd8FAAAAIBAJ&pg=3784,6161887&dq=railway++railroad++train++cpr++bride&hl=en>

Singer-owned Railway Runs 50 Miles in Bush

This is the home of the famous Singer sewing machine, one of two big Singer plants in Canada. The other is at St. Johns, Que. Woodwork for the machines is made here from logs cut in the bush north of here and shipped to St. Johns where the machines are assembled and sent to distributing centers across Canada. Although Thurso is one of the best agricultural centers of the region, with about 200 prosperous farms on good clay land lumbering has been the town's mainstay for many years. First it was W.E. Edwards who had mills in Rockland, across the Ottawa river, then the Gatineau Company, a subsidiary of Riordan who took over the Edwards timber limit.

Sawmill Closed

By 1923, most of the large white pine had been removed and with nothing left but hardwood, the mills closed shortly after.

At one time Canadian hardwoods were not regarded very highly by the building and furniture trades until after the First World War. Singer imported walnut from the United States for cabinet work on its machines.

After many trials and much research, birch was accepted as a suitable substitute; uses for maple, beech and basswood were found and the Canadian hardwoods became firmly established.

It was in 1923 that the Singer firm purchased the former Edwards timber limits north of here and after timber cruises, railway location surveys and consideration of possible plant sites Thurso was chosen for its initial unit, consisting of a saw-mill, power house, dry kilns and other equipment. At that time Thurso's population was around 600; today it is more than treble that number.

50-mile railway

So Singer came to Thurso in 1924, a standard gauge railway was built over 50 miles into the bush, the plant was erected in 1925 and the first log was sawn on July 2, 1926.

Today the company operates lumber camps in an area of 647 square miles, north of Thurso, along the watersheds of the nation, Blanche and Lievre rivers.

Numerous lakes in the forest make this a veritable paradise of natural beauty. By a system of careful cutting and reforestation the firm plans to have a perpetual source of raw material.

In the fall and winter 300 men and 60 teams of horses are engaged in logging operations. The company-owned railroad, the Thurso and Nation Valley Railway, with three heavy diesel-electric locomotives and a lighter engine for yard switching, brings logs to the plant and supplies the various camps.

During the firm's first 20 years here lumber and logs were shipped to St. Johns for further processing. In 1946 additional machinery was installed here and now the logs are turned into plywood, dyed, glued, cut and shaped ready for shipment to the St. Johns assembly plant.

Aircraft Propellers

During the last war the plant produced veneers needed to make aircraft propellers for Canada and her allies. Genuine walnut and even mahogany are still used in making more expensive model machines.

The Singer Company carried out a rigid reforestation and fire protection program, with the fire protection towers, telephone lines and radio units to protect the woods from fire. The rangers also report insect infestations and the company co-operates with the federal and provincial entomological services for control purposes.

The Singer firm does everything possible to keep its employees healthy and happy. It operated the Singer Dairy which supplies the whole town and sells milk at reduced rates to Singer employees. About 80 purebred Ayrshire cows are kept on a large farm that included one of the more modern barns in the area.

Health Insurance

Employees and their families are covered by a sound group health insurance plan. Wages and working conditions are negotiated through a union. A registered nurse is in charge of the plant first aid and medical treatment room.

About 22 miles northwest of Thurso is the Beave Lake Fish and Game Club, a modern clubhouse and a group of five or six lakes stocked with a tasty trout for the exclusive use of Singer employees. There is excellent deer hunting in this area too.

Recreation for Singer employees and their kin is provided in the company-owned arena which was built in 1947. Artificial ice was installed about three years ago and Thurso has had a team in the Eastern Canada Hockey League for the last two years.

In the east end of Thurso is a new section of high quality houses recently built with company assistance for Singer employees. Nearby is the Catholic Brothers' school and the large new protestant school.

A subsidiary of the Singer firm is the Thurso Lumber and Planing Mills Company Ltd., which includes the mill formerly owned by Fabien Frappier and a hardware store in a former garage previously owned by Thomson's store.

Top men at the Singer plant in Thurso are Paul S. Bourget, general manager and his assistant Lawrence E. Hird.

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Caption to picture

For your sewing machine - in this corner of the big Singer Manufacturing Company plant at Thurso, QUE., men and women process plywood veneer made from hardwood logs taken from the firm's own timber limits north of Thurso. Here machines dye and glue plywood veneers that are shipped to their assembling plant at St. Johns, Que. The plant employs 300 people; more in woods operations.

Alexandria Man Killed In Car-Train Collision**Special To The Citizen**

ALEXANDRIA An Alexandria father of three, Albert Vallancourt, 43, died instantly last night when his car collided with a CNR freight train at a level crossing in Alexandria.

The accident happened at 11.05 p.m. Mr. Vallancourt. It was reported, was driving north on Highway 43. The freight train, eastbound for Montreal from Ottawa in charge of Conductor Fred Ferlong of Montreal was pulling out of a siding near the crossing.

With the train on a siding, The Citizen was informed, the automatic electric warning signals were not in operation. Mr. Vallancourt apparently did not see the train until it was too late to stop.

It was reported that skid marks from his tires on the pavement were visible for 66 feet. The car struck the train just two car length in front of the caboose.

The freight had pulled on to the siding to allow the CNR transcontinental train to pass on the main line.

The dead man, a native of Alexandria, was employed by the Joseph Vallancourt Feed Company at Green Valley, three miles south of here.

Dr. M. Markson, who was called to the scene, said that he apparently had died instantly.

It was considered likely that an inquest would be held although Coroner Dr. D. J. Dolan was not available for comment late last night.

Driver Has Close Call, Car Wrecked

A rabbit foot rode with 39-year-old Walter E. Wittenberg, of 105 Merlvale Road, at noon yesterday when he escaped without a scratch in a train-car level-crossing crash on Holland Avenue at Scott Street.

Wittenberg, Bureau of Statistics employe, was treated at Civic Hospital for shock and allowed to go home.

His car, hit by a CPR passenger train, was almost a total wreck. Sergeant Fred O'Connor and Constable Leo Goyette reported that Wittenberg was southbound on Holland and was nearly over the crossing at Scott Street when his small English car was hit by the east-bound train.

The Impact spun the car around, tossed it south of the railway crossing and smashed the entire rear end.. Passersby pulled the dazed Wittenberg out and took him to the Bureau of Statistics first aid station. He was later transferred to hospital by the Fire Department emergency car.

He later told *The Evening Citizen* "I didn't see the train and I didn't hear it ... I must have had a rabbit foot In the car."

The passenger train was slowing down for the Ottawa West station when the accident occurred.

29/05/1953 *Ottawa Citizen**Beachburg**Woodlawn*

Ottawa Man Injured, Damage heavy As Two Freight Trains In Collision

WOODLAWN A fast CNR freight train late yesterday afternoon plowed into the rear of another train freight train here, injuring one train crew member from Ottawa. Woodlawn is 28 miles northwest of Ottawa.

Injured was James A. Mur-dock of 73 Delaware Avenue, engineer of the fast freight. He was taken to Civic Hospital with scalp wounds and possibly other injuries. Other members of the crew, Walter Lardon and F. T. Johnston, both of Ottawa, were suffering from shock.

An eye-witness, R. A Vance of Woodlawn. described the accident as follows:

"We were standing on the platform in front of my general store here and saw the fast freight coming a half - mile back. The way-freight was stopped out front here while the engine was shunting cars onto a siding.

"One of the crew of the way-freight saw the other train coming. He lit up a flare and started running up the track waving it. The fast freight slowed up some, but didn't stop. That fellow was sure trying hard to warn them. I don't think they were expecting the fast freight.

"It plowed through them like match wood. There were splinters flying all over.

"The engine of the fart freight let go from the other cars and turned over on its side and slid down Into a 10-foot ditch."

About 10 cars were damaged and derailed. Damage to contents of the freight cars will add considerably to loss, the CNR stated.

Time of the accident was 5 25 p.m. (E.S.T.)

The identity of the crew member who tried to warn the approaching train was not known. Two crew members of the way-train were: W. J. Hammell of 279 Bell Street. Ottawa, engineer; and a conductor, J.D. Cameron of Madawaska, Ont.

The speeding freight train was hauled by engine No. 5291. It was train No. 16.

CNR officials expected to have the track cleared for traffic this morning at 4 a.m. Meanwhile, two trains scheduled to use the line had to be detoured this

morning. One was the Western Canada bound No. 1 passenger train, and the other was the No. 103 express. The trains detoured via Pembroke on CPR tracks.

29/05/1953 *Ottawa Citizen**Beachburg*

Maybe They're Better Off Even At That!

The moose In ihr Ottawa Val ley are confusM these days.

It seems that the new musical whistles on CNR diesels are taken by sensitive moose as mating calls.

With all the impulsiveness of a young lover, the bull moose rush at the diesels to keep their rendezvous and then the railway has to stop the train.

What the CNR is now looking for is a dlesel that repels the male moose and lets the trains through on time.

12/06/1953 *Ottawa Citizen**Thurso and Nation Valley*

VIP's Ride Gas-Lighted Coaches On The T&NVR

This column is by way of explaining why it has taken me so long to ride the Thurso and Nation Valley Railway. It does seem absurd that I have ridden far more remote railways first. Once for instance, I played hookey from the United Nations in San Francisco to travel on the Northwestern Pacific. On another occasion I dropped off in Mobile to "do" the Alabama Tennessee and Northern. Again, there was that rainy day in Roanoke when I got drenched riding the Virginian. Thus I rode this far mileage long before I got round to travelling on the T&NVR, which is practically in Ottawa's backyard.

* * *

How I came to be on the Thurso and Nation Valley Railway is in itself an item. I was driving down to the Seigniori Club, all in the line of duty, with Scott Murray. Mr. Murray said he managed a departmental Store but I did not catch the name of it. We had with us a helpless guest - Robert H. Ross, of the Washington Board of Trade. Mr. Ross had foresaken his job of selling insurance with Ross and Groves Agency at 711-14th Street N.W., Washington, long enough to take in the Coronation delights of Ottawa.

I suggested to Scott Murray that we detour into the head office of the railway which also happens to be the head office of the Singer Sewing Machine Co. We were warmly greeted at the door by P. B. Bourget, the manager, and promised a locomotive on our return.

* * *

Just as precisely at 4 p.m. we rolled up to the front door of the Thurso and Nation Valley office, a locomotive rolled up too. from the opposite direction.

Mr. Murray, an old rail fan at heart, with the somewhat confused but apparently pleased Mr. Ross, climbed into the six spot on the T and NVR. Off we were, down the tracks of the railway, up around to the back door of the property, and passed a switch where they had to move a hand car to let us go by. On, on, we sped, with Engineer Joe Lalonde at the wheel, and R. J. Macintosh, mill foreman as our guide.

At our specific invitation he stopped the engine, the 25-ton power "Six Spot" at the mill. These days all mills are the same to me, after seeing those west coast operations under the direction of that old Elgin Street alumnus, Paul Emerson Cooper, who Is now president of Pacific Mills, Vancouver.

Back on No. 6 I learned that It was one of four engines owned by the company. There are two larger types and one 70-ton operation which is their biggest. They also own a few box cars and a brace of cabooses. When the VIP's arrive, there is available "The Twenty-Seven" a private car which has berths, eating facilities and the luxuries of relaxation all rolled Into one private car. Rail antiquarians would relish this tor it is gas lighted and its other facilities are of a corresponding era.

The line started off from Thurso, about 1925 and extended a few miles north into the company forest limits. The Singer people ultimately went on through St. Andre Avelin, Ripon, Cheneville and after a pause, finally pushed through to within 16 miles of Nominique. Altogether the railway has the rather substantial total of 70 miles of line.

Scott Murray had his first ride in a diesel, Mr. Ross found a common friend through President Bourget of the Railway, and your old Geography Teacher rode his 155th railway. It was a worthwhile day.

Derailment Track Block Now Cleared

By Staff Reporter PEMBROKE The tracks of the CNR transcontinental line near Brent, 70 miles west of here, where 12 freight cars were derailed yesterday noon, have now been cleared, according to CNR officials.

Members of the crew were four Ottawa residents, Ronald J. McDonell, 268 Main Street, Edgar Jowsey, 238 Russell Street, fireman, and Conductor Jack McKenzie of Pembroke. No one was injured.

Estimates of the damage are still not available. Officials said the cargo made up of grain, lumber and pitch would be recovered if the cars were not broken.

Clear CNR Line After Derailment Near Brent

PEMBROKE. June 24 (Staff) The main CNR Transcontinental line was cleared early this morning of a dozen overturned freight cars derailed near Brent yesterday noon. Brent is 70 miles west of here..

Cause of the derailment of the fast freight has not yet been determined.

None of the five-man crew was injured in the wreck. Four of them were Ottawa residents and one was from Pembroke. The Ottawa men were, Ronald J. McDonell, 268 Main street engineer; Reg Worby, 536 Booth street, brakeman; Roy Brown, 77 Grove avenue, brakeman and Edgar Jowsey, 238 Russell. The conductor Jack McKenzie is from Pembroke.

Train schedules were not disrupted by the derailment.

Eleven of the 12 cars that went off the track were fully loaded. They were carrying grain, lumber and pitch. Most of the cargo was recovered intact.

Three Men Held Following Limoges Station Break-In

Ontario Provincial Police apprehended three men yesterday in connection with an afternoon break-in of the CNR station at Limoges, Ont. Less than \$25 was reported stolen.

The men, held in jail at L'Orignal, Ont., will appear in court at Rockland on Friday. They are Jean Godin, 22 and Yvon Larose, 19 of no fixed address, and Robert Latour, 17, of Chicoutimi.

Albert Bessette, station agent, noticed the money was missing on his return from lunch and reported it to the police. Constables Bernard Poinicky, of the OPP and John Buchanan, Russell county constable, noticed three men running across a field and caught two of them. The third was arrested last evening by Constable Al Basker, OPP.

Man Killed Five Hurt At Crossing

PEMBROKE One man was killed and five persons injured, two of them seriously, in a train-car accident on Highway 17, six miles east of Pembroke early this morning. Killed almost instantly was Rene Bedard, 52, Matachewan Ont., reportedly the driver of the eastbound car that crashed into a CNR train, westbound from Ottawa to Brent. Injured and in Pembroke General Hospital are,

En Route To Cornwall

The injured, are all of Matachewan, Ont., and were en- route from their home to Cornwall when the mishap occurred.

The accident happened at 1.20 o'clock this morning on an unguarded level crossing. The train was CNR No. 103, in charge of Conductor Frank Sarault, 87 Pretoria Avenue, Ottawa. Other members of the crew were Engineer G. A. Fournier, 122 Glenora Avenue, Ottawa, and Fireman Tremblay, 108 Sherbrooke Street, Ottawa.

The car struck the engine of the train just under the cab, causing minor damage to the train engine and practically demolishing the front section of the automobile.

The force of the impact swung the automobile completely around and it came to rest, facing in a north-westerly direction with its front at the edge of the road, 39 feet west of the crossing.

Whistle Blowing

Members of the train crew stated that the whistle had been sounded at the proper point and that when the engineer saw the car still some distance away he blew the whistle continuously until the accident occurred.

This was corroborated by Colonial Coach Lines Driver Joseph McBride of Ottawa and Transport Driver Ronald Derbyshire, Toronto, who were westbound on the highway and had stopped east of the crossing to allow the train to pass.

The train was stopped 250 feet west of the crossing.

Train Cars In Wild Plunge

Hits Split Rail Near Stittsville

Five Injured in CPR Wreck - None Serious

Stittsville, July 9th - (staff) - the three rear cars of CPR passenger train No. 10 out of Sudbury and bound for Ottawa were derailed one mile east of Stittsville this morning. The cars jumped the track when they hit a split rail going at high speed down a straight stretch of downgrade track.

Five passengers riding in the private business car "Kingsmere" at the rear of the train suffered injuries. None of these were serious.

Only one passenger had to be detained in Ottawa Civic Hospital where the injured were rushed. He is Paul Shamard, 49 Stanislas Boulevard, Montreal, who suffered scalp lacerations and injuries to hip and head. His condition is not serious Hospital Authority set

A reports that one passenger, a man, was missing after the derailment proved groundless. Railroad investigators made a thorough search of the three cars that left the tracks and were unable to find him. CPR officials at Smiths Falls said this afternoon that if any other passenger has been aboard the train he must have left it before the accident.

Two of the cars were empty, being carried dead head.

The other passengers taken to Ottawa Civic Hospital were Alexander Lyle, an assistant vice-president of the CPR, and his wife Florence, of 5603 Queen Mary Road, Montreal. Mr. Lyle suffered from bruises, and his wife was given an X - ray for possible skull injuries. Both were allowed to leave hospital shortly after treatment.

Two other men aboard the derailed private car were flung down and bruised by the toppling impact. They were C. C. Baker, secretary to Mr. Lyle, and Carl S. Major, a CPR employe from Vancouver, BC. Neither required hospital treatment.

Engineer of the train was Stanley Patterson, of 1075 Somerset Street, Ottawa.

Rolled down Gully.

The two rear cars rolled 15 feet down the embankment into a gully and lay there on their side, their wheels turn off by the force of the crash.

The third car, the first class Pullman, was dragged, bouncing madly over the ties 500 yards down the track before the train came to a halt.

The rail lay twisted and tore for a distance of some 200 feet, and the railway was deeply gouged and churned by the screaming steel.

Divisional superintendent T. E. Wheeler, of the CPR, on the scene directing clean - up operations, soon after the crash, told The Journal No.10 had only a small number of passengers aboard.

He said five were injured.

The rear car of the train was a private business car, "Kingsmere".

Bell still ringing.

Hours after the accident, the bell in the galley of the business car was still ringing wildly, as though some passenger in sudden fear had rung for the attendant as the car looked into the gully.

The galley itself was a terrible jumble of spilt crocks and scattered food, and the whole interior of the business car was a mess of jumbled bedding and jagged glass.

Albert Spearman, out in the yard of his brother Orrin's farm, which lies just southeast of the track where the crash occurred, was feeding the cow when he heard the crash.

He said there was a very loud bang. "It sounded like a lot of tin cans banging together."

Mr. Spearman went to investigate and saw the train stopped and a great cloud of steam hissing up from it.

Mrs. Orrin Spearman, in the farmhouse, also heard the bang. She thought it was an airplane at first until Mr. Spearman came in and told her what he had seen.

Mr Spearman immediately phoned Mr Illingsworth, the station agent at Stittsville who was still unaware of the derailment.

CPR investigators checking the cause of the derailment paid particular attention to a V - shaped gouge in the first section of rail lying in the gully.

It is thought that this was the cause which forced the cars to jump the rails.

Auxiliary rigs from Smith Falls and Ottawa West were converging on the scene this morning by 10.30. Gangs of section men were already relaying the track.

The locomotive and the remaining cars of No.10 train left the scene one hour after the derailment, headed for Ottawa.

Engineer Stays Mum about Wreck

"All I know is that I do not know anything."

So summed up Engineer S. B. Patterson, on his experience this morning when his train, Canadian Pacific No. 10 left three cars in the ditch at Mile 13, east of Stittsville.

Mr. Patterson was firm in his resolve not to make a statement. He indicated that he was wheeling along east of Stittsville, on schedule, when suddenly he realized that he had lost three cars.

Parted Company

Two deadhead day coaches and one private car at the back of the train had parted company with the rest of the seven cars and engine.

Mr. Patterson told friends that he "was not going fast" and he had plenty of time to get to Ottawa. He also told fellow railroaders that he had no idea how the wreck happened and would not even guess it was a split rail.

While steadfastly refusing to give a statement at his home, 1075 Somerset Street West, this morning, he told friends that he had gone back to the private car to see if anybody was hurt.

"They had them out before I got there," he said.

"Anyway," he added, "the radio was wrong; it said the cook was in the baggage car, he was not."

Mr. Patterson's family when they heard the news rushed out to the wreck and tried to find him. Meanwhile he had brought his seven cars on to Ottawa Union Station where he was due at 8.00 a.m. standard time. Engine 2825, which escaped unscathed, continued on to Montreal.

Meanwhile Fireman Carman Hogan, who lives in Almonte, has gone home to rest for the day.

Mr. Patterson has been an engineer for seven years and has lived in Ottawa the past 15. He came originally from Montreal.

After Engineer Patterson checked in at the Bayview CPR roundhouse, he went home. There a warm welcome awaited him from his anxious family. He was eating his breakfast alone at mid-morning when the Evening Citizen got there.

Then suddenly there poured in the front door his two big burly sons, his attractive blond daughter-in-law. Later came the distracted wife, her fears soon allayed when she saw her husband in the flesh, calmly sitting in the parlor.

CPR Official And Wife Only Slightly Hurt

CPR vice-president Alexander Lyle and his wife, Florence escaped without grave injury in the train derailment at Stittsville this morning.

They were brought to the Civic Hospital by Exclusive Ambulance, which sent two vehicles to the scene.

At the hospital, Mrs. Lyle complained of a headache and was X-rayed. It appeared, however, that she had sustained no serious hurt. Mr. Lyle was walking about the hospital corridor and seemed to be completely recovered from his experience.

Citizen Broke News

Doctors and nurses had had no word of the accident until given the information by an Evening Citizen reporter. Seconds later, the ambulance brought in Paul Shamard of Montreal who had sustained severe head cuts.

Shamard said he did not know how the accident had happened. He had been sitting in the private car at the end of the train when suddenly he had been hurled to the floor.

13/07/1953

Ottawa Citizen

Carleton Place

Stittsville

Injured Chef Has Recovered

Paul Chamard of Montreal, 49-year-old Canadian Pacific Railway dining-car chef injured in Thursday's train wreck 20 miles west of here, has been released from hospital. Mr. Chamard suffered shock in the derailment. He was one of five persons injured when three rear cars of a Sudbury-to-Ottawa passenger train jumped the rails near Stittsville. The other four were released immediately after treatment. CPR officials said cause of the wreck was a split rail.

04/08/1953

Ottawa Citizen

Brockville

Brockville

Brockville beats Toronto in Having "Subway".

One of Brockville's most outstanding points of interest is a smoke-blackened tunnel that runs under the Town Hall. This unique tunnel, built almost a 100 years ago, was once part of the Brockville and Ottawa Railway, now CPR.

This remarkable tunnel runs directly under the center of the town, from the banks of the St. Lawrence River northward 1,740 feet - four blocks - to connect with the tracks leading to the union station.

It is said to be the first railway tunnel in Canada and the only one in the world with doors. During the winter its stout wooden doors were closed after the last train passed through each day - although no one can explain why.

8-Year Project

This tunnel with doors took nearly eight years to build. Financial trouble stalked the progress of this subterranean passage from the time it was started in 1853 until 1859 when the first train, two small wood-burning locomotives chugged out of the wharfside depot and headed for Perth.

As Brockville grew up, a massive stone Town Hall was built above the tunnel at its southern end. Here you can see a street or overpass that is probably Canada's first "grade separation" crossing over a railway track.

In later years the railways ran their tracks through the north end of town where the union station is today. The tunnel line is still in use as a yard engine hauls freight cars over this century-old track to the wharfside shed and siding. It is perhaps ten years since they ceased to close the gates at each end of this odd tunnel.

Nothing further on railways in Brockville

27/08/1953

Ottawa Citizen

Walkley Line

New Office For FDC

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

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

The yard is being graded now for more tracks.

15/09/1953

Ottawa Citizen

Chalk River

Pembroke

Chesterville Railroader Killed By Ottawa Train

PEMBROKE A Chesterville, Ont. man, Gerald Curran, 43, was killed after he was struck by an eastbound CPR train near here Monday afternoon.

Reports indicate he was struck by CPR train No. 558, eastbound from Chalk River to Ottawa.

The engineer was George Parker of 175 Preston Street, Ottawa and the conductor was Edward Watson of 194 Breezehill Avenue, Ottawa.

Was To Flag Train

Mr. Curran, a CPR flagman, had been with a work gang a short distance west of here when the accident happened. He had gone about a mile east along the tracks to warn the oncoming train of the presence of the work gang ahead.

The flagman was standing in a curve when the train approached. According to police, he either failed to hear the train coming or slipped on the track while trying to stand clear of the train on the right-of-way.

Pembroke Coroner Dr. J. C. Bradley viewed the body and said a post mortem would be conducted. There would probably be an inquest.

03/10/1953

Ottawa Citizen

Lachute

Papineauville

Train Kills City Fruit Merchant

Crushed in the cab of his fruit and vegetable truck when speeding passenger train crashed into it near Papineauville last evening, Lucien Lebeau, 37, of 357 Nelson Street suffered fatal injuries.

He died 20 minutes after the grim accident on Highway N'o. 8, shortly after Dr. Marcel Menard of Montebello arrived on the scene.

Constable Emile Picard of the Quebec Provincial Police said that the truck was so badly smashed that no piece of it weighed more than 100 pounds.

Was Ottawa-Bound

The accident victim, a fruit and vegetable wholesaler, was Ottawa-bound when his truck arrived at the tracks, along which a Montreal - Ottawa passenger train was travelling towards Papineauville, three-quarters of a mile away.

The train fireman, L. P. Lemire of 4448 St. Andre Street, Montreal, said the truck seemed to be zig-zagging along the highway as it approached the crossing.

Police believe the truck was out of control.

The speeding train could not be stopped in time. It travelled 1,100 feet after the brakes were applied.

Hector Carriere and Charles Patterson, both of Montreal, were the conductor and engineer, respectively, of the train.

Coroner Dr. Lucien Bourgeault of St. Andre Avellan viewed the body at the accident scene. An inquest will be held next Tuesday in the Papineauville town hall.

10/10/1953

Ottawa Citizen

Carleton Place

Ottawa West

CPR Named Defendant

A writ has been filed in County Court for unspecified damages against the Canadian Pacific Railways, by Gerald Arthur Cooper, arising out of a May 1 accident.

At that time. Cooper states he had just stepped off a CPR train at the Ottawa West Station and was walking along the wooden platform when a depression in the boarding tripped him up, tearing the ligaments of his left ankle.

He is seeking compensation for suffering and loss of wages. Greenberg and Wright are acting for the plaintiff.

A coroner's jury last night decided that engineer Richard McNally, fatally injured in a CPR train wreck near Gracefield October 11, "approached a down-grade sharp curve at an unsafe rate of speed" causing derailment of the train and death to himself and his fireman, C. Kenneth Learmonth.

McNally and Learmonth both died at General Hospital the day following the derailment.

Dr. Desmond Magner chief pathologist at General Hospital testified that the engineer died of extreme shock brought on by burns to one third of his body and by severe chest injuries.

He suffered six broken ribs and a fractured breast bone

Noticed Speed Swaying

Three passengers on the train, Norma McCaffrey, Benoit Joly and Douglas Blair all of Ottawa said they noticed the train was travelling very fast and swaying from side to side seconds before it leaped from the rails into the dense swamp and bush

"The speed was such that I knew something was going to happen", Blair said. "I first noticed the swaying about 20 second before the crash."

Blair said he had been travelling that stretch of the CPR line nearly every Sunday evening for two years.

"I dont think the train had ever gone at that speed in those two years", he testified. Misjudged Stops.

The three passengers also drew to the attention of the inquest that the train had gone slightly past the station platform when it arrived at both Messines and Blue Sea stations.

Miss McCaffrey said that at Messines the passengers had to leave the platform and walk across the grass to get to the coaches.

The train's conductor, D.H. McDiarmid, 117 O'Connor street, said the engineer had apparently misjudged the stop at Blue Sea and had to back up to the water tank.

He said he had been "on lots of trains which have misjudged the water tank".

Realised Somethng Wrong

Both conductor McDiarmid and baggageman G. Smallshaw said that a few seconds before the derailment they realized something was wrong amd had reached for the emergency cord to stop the train.

In both cases the crash came just as the trainmen grasped the cord.

Kirk Martineau, section foreman of the CPR line between Wakefield and Maniwaki, testified that he had checked the track the day before the fatality and had found it in "good condition".

He said he checked the line again shortly after the accident and found that the only section of track out of place was the piece under the over turned baggage car.

He said the break was caused by the derailment.

Should Be Warning.

In its verdict the coroner's jury said it hoped that "the publicity of this verdict will serve as a special warning to drivers of every form of transportation to operate their conveyances at. the. proper speed to avoid accidents and thereby reduce the unfortunate loss of humsn life"

"Unsafe rate of speed" blamed in fatal crash

A coroner's jury last night blamed "an unsafe rate of speed" for a train wreck near Gracefield, Que. on Oct. 11 which took the lives of an engineer and fireman.

The inquest was into the death of Engineer Richard McNally, 57, of 173 Holland Avenue. Kenneth Learmonth, 37, of Smiths Falls, fireman, was the other victim. The inquiry was held in the No. 1 Police Station.

The jury's verdict included a rider expressing the hope that the verdict would serve as a warning to other drivers to operate their vehicles at proper speeds to avoid accidents.

Text Of Verdict

The complete text of the jury's verdict follows:

"We find that Richard McNally died in the Ottawa General Hospital on October 12, 1953, at approximately 2.45 p.m. from chest injuries and extreme shock sustained as a result of scalds he received from escaping steam of a CPR passenger locomotive which left the track about two miles north of Gracefield, Quebec, on Sunday, October 11, 1953.

"From the evidence submitted it is the opinion of this jury that McNally, the engineer, approached a down-grade sharp curve at an unsafe rate of speed, which resulted in the derailment of the locomotive, baggage car, two passenger cars, causing fatal injuries to himself, his fireman, and serious injuries to a number of passengers.

"This jury hopes that the publicity of this verdict will serve as a special warning to drivers of every form of transportation to operate their conveyances at the proper speed to avoid accidents like this and thereby reduce the unfortunate loss of human life."

Several Injured

The derailment of the Maniwaki-Ottawa CPR passenger train resulted in painful injuries to several passengers, in addition to fatal injuries to the engineer and fireman. Both of the burned and injured CPR train employes died in General Hospital less than 24 hours after the train wreck.

Coroner Dr. J. S. Cross presided at the inquest, which heard testimony from 10 witnesses, mostly CPR employes and train passengers.

Dr. Desmond Magner, local pathologist, testified that Mr. McNally died of shock from chest injuries and burns.

Dr. J. B. Ewing, surgeon, testified concerning treatment he gave the injured engineer.

Several passengers gave evidence of what they considered to be the train's unusually high speed just before the curve was reached.

Difference Of Opinion

There was some difference of opinion among train employes and passengers testifying on whether the train overshot two scheduled stops on the short run.

Douglas Blair, a passenger, told the hearing he had "a premonition" that something was going to happen and braced himself just before the train left the rails. He was unhurt.

Two train employes. Conductor D. II. McDiarmid and Trainman Gerald Smallshaw, testified that the unusual speed of the train prior to the accident made them decide to pull the emergency cord.

The conductor, however, said he did not have time to pull the cord before the accident happened and the trainman could not remember whether he pulled it or not.

None of the witnesses who had seen or spoken to the engineer before the derailment had noticed anything unusual about his demeanor, they testified.

Haldane Howe, assistant crown attorney, questioned the witnesses.

Community On Railroad Property

By Fred Inglis Evening Citizen Staff Writer

CHALK RIVER The village of Chalk River is built around the sprawling yards of the Canadian Pacific Railway. In fact, the CPR once owned the whole site on which the town is built. Lately the CPR has been selling and leasing lots to home-builders.

Chalk River is a divisional point on the CPR, about midway between Ottawa, 131 miles east by rail and North Bay, 117 miles west. It's what is called a "turnaround point," between Smiths Falls and North Bay.

About 21 locomotives, steam and diesel, are serviced here daily as they pass through or turn around and shuttle back to their starting point. No crew-men live here though there is a bunkhouse for crews staying here overnight.

Fascinating Business

The railroad business is a fascinating one for rail fans like Austin Cross and myself who grew up alongside the CPR and Grand Trunk. An a small boy, back In 1912, I rode the cab of a CPR engine on a Ledgerwood outfit that was ballasting track east of Strathmore, Alta.

About three years later a Grand Trunk hostler at Windsor used to let me turn on the steam and ride the turntable.

First, at Chalk River, you have the station and the railway lunch counter that stays open almost 24 hours a day. It springs into action six times a day as passengers from six regular trains a day, dash in to eat and drink during the 10 or 15 minutes the train stops.

Then there is the Chalk River local that leaves here at, 7.15 a.m. and is back at 8.50 at night. In the station, too, you have the express, freight, ticket and telegraph offices.

At the station I met the genial agent, John E. O'Connor and his trick operator, Ken Kellott. Mr. O'Connor has been here 10 years but was here before in 1912.

"There were only about three houses here then," he said. Mr. Kellott has seen many changes in the 42 years he's here,

Gates Wide Open

Unlike the CPR Seignior Club at Montebello, which politely turned me away, the CPR at Chalk River threw the gates wide open. And that's something, when you consider that they're dealing with atomic energy every day.

Chalk River is not only home to between 120 and 130 CPR employes, including sectionmen, pumper, B and B men - but pensioners who worked here for years, still live here. They get their pension cheques through the agent.

"We're In the Sudbury division of the Algoma District." Mr. O'Connor pointed out. "Trains going east from here are in our hands until they pass the east switch, about a mile east. Then they are in the Smiths Falls division of Quebec district. We work with two sets of dispatchers at Sudbury and at Smiths Falls."

Two Main Lines

Grouped around the north side of the CPR station are two main lines and 15 switching tracks that hold between 300 and 400 cars; the roundhouse with stalls for 15 engines; the car shop, a 50,000-gallon water tank; a 125,000-gallon oil tank for diesel fuel; a big coal chute that handles an average of five car of coal in summer and 15 cars in winter.

The Atomic Energy has its own chute that handles 20,000 tons of coal a year. An auxiliary or "big hook" is kept on a side track with steam up in winter, in case of a wreck.

The reason more coal is used in winter is that after navigation closes on the lakes, grain trains that go from Port McNichol through Smiths Falls in summer, go through Chalk River on their way from Winnipeg to Montreal and Saint John. Work then increases here by 100 percent or better.

Last year the CPR here had a revenue of \$300,000, of which \$225,000 was for freight alone The Atomic Energy accounted for a fair share of it. Rough freight for Deep River and the plant where the Foundation Company is building a second reactor, requires the handling of heavy machinery, certain types of bricks, ore used for insulating the reactor and other materials.

"The plant" produces radio-active isotopes used to combat cancer and other ailments. It requires the closest teamwork to ship these highly perishable isotopes to their destinations, far across Canada and in the United States.

They must be shipped by the shortest possible route and the exact time in transit must be known. The isotopes are "cooked" at the plant until they reach a certain degree that will decrease slowly en route and last only a short time after their scheduled arrival. The patient is treated by appointment. If the train misses a connection, or fails to arrive precisely on time, they're of no use and back go the 400-pound lead containers unopened.

Dangerous Cargo

Railway officials all along the route are advised that not only is the shipment on board valuable and important but it is dangerous.. In event of an accident, the car that contains the shipment is not touched until experts are on hand to determine (he amount of radioactivity present, to prevent anyone from injury.

One thing taken for granted these days is the CPR's block signal system between Chalk River and Smiths Falls, It was installed at a tremendous cost after the Almonte wreck about 10 years ago. Soon the system will be in operation as far west as Mattawa, then on to North Bay and eventually to Fort William.

Price and joy of CPR men here are the new diesel locomotives. Powerful A and B units hooked together in tandem, each is rated at 1,500 h.p. Railroaders call them "a cow and calf". Both national railways use the same make and model. You need a piston or gear -they are all standard. That's why they are so economical.

Caption to photo

Iron Road This Is the CPR yard at Chalk River, as seen from top of railroad coal chute. At left is the station where all transcontinental trains stop for inspection. Passengers dash into station lunch counter for a snack. In foreground is roundhouse, shop and turntable. Left, out of picture, is new residential section. Unseen, at right, is Highway 17 and road leading to Atomic Energy plant, six miles north. - Photo by Inglis

Community Growing Up In January

By Fred Inglis Evening Citizen Staff Writer

CHALK RIVER On Jan. 1 next, Chalk River will put on long pants. It then becomes an incorporated village in Buchanan Township, Renfrew County.

An election in December will decide who are to be reeve and four councillors for the village. Chances are the reeve will be the man who presented to county council, a petition asking for incorporation, which was approved at Toronto although it cost him his seat as reeve of the united townships of Rolph, Buchanan and Wiley at the last election.

He is Jack Mussell, 45-year-old CPR car foreman at Chalk River. Mussell, a tall, friendly man with a winning smile, has a wide knowledge of municipal affairs gained during his five years as reeve of the united townships. He's been on council since 1942 except for three years. He knows the Ontario Municipal Act like the CPR rule book.

Car Inspection

In his office in the car shop by the roundhouse. Jack Mussell is responsible for the carmen or car inspectors whose job it is to examine the running gear of every train that passes through Chalk River.

As soon as the wheels stop turning, these men, one on each side, go the length of the train lifting journal box covers, looking for "hot boxes" or overheated axles, cracked wheels, defective air brakes and in this modern age, watching for a breakdown in air conditioning.

The safety of crews, passengers and millions of dollars worth of equipment is in their experienced hands. By a light tap of their long handled hammers they can detect trouble in a wheel. It takes five years apprenticeship to become a carman.

Ken Cuthbert, car foreman at night, has the same responsibilities, because night or day, heat wave or sub-zero, no train leaves Chalk River without a thorough check.

Responsible for the 20 engines serviced here every day is locomotive foreman S. R. "Syd" Pudney.

Knows His Engine

A stocky man with dark wavy hair, Syd Pudney not only knows every type of steam locomotive from supercharger to rear coupler, but he knows the innards of the CPR's big twin-unit diesels. When one of these big double-jointed monsters slides onto the turntable, it hangs over at the ends. Syd rides the cab with new enginemen for several trips to pass them out as engineers, so he has to know his job.

Chalk River people are returning to live in the village they left years ago and with them have come a lot of newcomers. Old-timer here tell me that a few years ago they knew every one they met on the street. Today, they say. Half the people are strangers.

New streets have been opened up at the south end and a lot of building has been going on in Chalk River. More than 35 houses have gone up in the last two years; modern, attractive homes you'd be proud to own. Beautiful Corry Lake has a grand sandy beach and is a wonderful place for summer cottages.

Chalk River is growing. It has a good licensed hotel, with one of the largest parking lots in Canada; it has a dairy, four general stores, Dover's big IGA store; Chalk River Supply, Howard's and Mike's; Brown's clothing store and four cafes, not including the CPR lunch room.

There is a branch of the Provincial Bank of Canada, a Post Office, two barbers, a hairdresser; a plumber, two garages and two service stations, one open all night. Harry Dumouchel and Son are general building contractors and there is a trucking firm.

The Bell Telephone has the smartest rural business office I've seen to date. The Town Constable is Maurice Blimke, an operator at the plant. Ed Touzel, of the Chalk River Supply store and Jack Mussell are very active in the year-old Lions Club.

Five Churches

Chalk River has five churches, Anglican, Lutheran, Presbyterian, Roman Catholic and United Church in alphabetical order. There is a good four-classroom Public School and a three-room Separate School. They show movies in the Orange Hall once a week and play ball on a huge diamond near the Public School. There are two sawmills, one on Corry Lake, a mile east and one a mile west of here. The Hydro has been in only five years but the residents have street lights and modern conveniences in their homes and business places. It gave the town new life.

Passengers on trains going through Chalk River see an unusual sight at the station platform. It is a handsome stone war memorial that honors the men who went to war and did not return.

"It was put up by a committee of women," said Mrs. Jerry McCarthy who was on the committee. "We took two women from each church. We figured out how much we would need and set out to raise \$400. We held dances, teas, door to door tag days. It took us four years to gather the money. Then after we got permission from the CPR to place it beside the station, it cost another \$70 for the base of the monument. But we raised it too.

"We hold our Remembrance Day service there each year. This year it will be on Sunday, Nov. 8. There will be men from the Deep River Legion, soldiers from Petawawa camp, a bugler, veterans wearing their medals - it's always a very impressive service.

What Chalk River needs now is fire protection, waterworks, sewers, sidewalks and garbage collection.

The man who foresees the realization of all these, with graders for the streets, a pump-house at Corry lake, a town garage and so on, is Jack Mussell who aspires to be the town's first reeve.

Cheaper Living

"When we get water and sewer," he said, "people can build here and live here cheaper. Why do you think they go to Pembroke? They'll save a lot of money on bus fares alone. We can get the services and things we need - a doctor, a dentist, drug store, theater and so on . . ."

Well, Jack, Smiths Falls is a CPR town and CPR chief clerk George Swayne is mayor of the town. Looks like you're on "track one" with the green light.

10/11/1953 *Ottawa Citizen**Belleville**Perth*

Train Kills Youth, 19

PERTH (Special) John A. Somerville, 19, of R R. 1 Perth, sustained fatal injuries Monday evening when his early model car smashed into the side of a slowly-moving freight train in Perth.

The car, driven by the young farm boy, was travelling north on North Street when it struck the train at the CPR crossing about 7.20 p.m. Taken to the Great War Memorial Hospital here in a Blair and Son ambulance, young Somerville succumbed to his injuries, which included a fractured skull, at 10.30 p.m.

No Inquest

Coroner Dr. A. C. Fowler, who viewed the body, said last night that no inquest will be held.

Chief Constable E. S. Thompson of the Perth police, who investigated, told The Evening Citizen that the train was going east and was approaching the station in Perth at a slow rate of speed at the time of the crash. He could not give a reason for the accident.

The accident victim is a son of Mr. and Mrs. Sinclair Sommerville. He worked on his father's farm.

The engine crew consisted of Engineer Pollock and Fireman M. Hornsby, both of Havelock, Ont.

17/11/1953 Ottawa Citizen

Walkley Line

CNR Belt Line To Operate On Wednesday

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

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

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

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

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

19/11/1953 Ottawa Citizen

Walkley Line

First Train Runs Over New Cutoff

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

An Historic Moment

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

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

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

04/12/1953 Ottawa Citizen

Renfrew

Eganville

Train Strikes Auto, Cormac Man Injured

EGANVILLE (Special) August Vituski, about 30, of Cormac, Ont, was seriously injured when the car he was driving was struck by a CNR freight train at a level crossing one mile west of here last evening.

Taken to Pembroke General Hospital, Mr. Vituski was found to have severe cuts and bruises and possible fractured ribs, as well as suffering extreme shock. Full extent of his injuries will not be known until an X-ray examination has been made.

Dr. T. L. Cashman, of Eganville, who was called to the scene, said his condition was "fairly critical."

Ontario Provincial Police Constable George Widdows said that heavy fog, making visibility very poor, probably was to blame for the crash.

Mr. Vituski was alone in his 1953 model car, driving towards Cormac, a few miles west of here, when the accident occurred at about 8.30 p.m.

The westbound freight, CNR Extra No. 2567, was driven by Engineer John Harper, of 193 Marlborough Avenue, Ottawa.

The road at this point, after proceeding almost parallel with the railroad, angles across the tracks. The train struck the car just behind the left front wheel, and pushed it several yards. The automobile was all but completely wrecked.

07/12/1953 Ottawa Citizen

Chaudiere

Driver Hurt As Auto, Train Crash

Jack Jerome, 25, of 785 Gladstone Avenue, escaped serious injury Saturday evening when his car was struck by a train on Booth Street at the CNR crossing near Lydia Street.

He was admitted to Civic Hospital suffering from forehead and left leg abrasions and possible concussion.

The impact caused heavy damage to the auto and pushed it 35 feet along the train rails

14/12/1953 Ottawa Citizen

Alexandria

Leo Groulx, 1070 Riverside Drive escaped injury when his truck was struck by a CNR locomotive at 5.45 p.m., Saturday. The accident occurred at the TNR crossing at the Russell Road. Groulx said he did not see the train or hear the whistle. Damage to the truck was \$150

Police Holding Passenger

Dead Man in Sleeper May be from City

Snow Sifts Down on Blazing Sleeper

18 Escape in Train Blaze at Pembroke

PEMBROKE (Staff) One man, reported to be an Ottawa doctor, but as yet unidentified, was burned to death and 18 other passengers narrowly missed the same fate as a CNR sleeping car burst into flames near here early today.

The sleeper caught fire a few minutes after the CNR's crack No. 1 transcontinental pulled out shortly after 2 a.m. Passengers tumbled in terror from the rear door and several smashed windows. Heroine of the rescue was Mrs. Charles Hoyt of Ottawa, who is credited with saving several lives by smashing a window to safety. Three Ottawans were among those who were saved, although there were some injuries among them. Passengers included:

Details omitted

Passenger Held by Police

Another passenger, Charles Faucault of Noranda, is being held by Ontario Provincial Police following intensive questioning. Late this morning, police took him into custody on a mental illness charge.

Porter on the car. Joseph Bailey of Montreal, also escaped.

Identity of the dead man was still unknown, despite a concerted investigation by railway officials. It is believed that he boarded the train at Ottawa at 11 p.m. yesterday and was travelling to Haileybury. Provincial police identification expert A. G. Wart was on his way to the scene to aid in the investigation.

The car was the last one on a long CNR No. 1, which leaves Montreal and stops at Ottawa and Pembroke. Its run is to Vancouver.

The investigation is being conducted by Cpl. Larry Hartner and Constable J. I. Doney and E. N. Milner of the Pembroke detachment of Provincial Police, Coroner Dr. J. C. Bradley of Pembroke was called. It is expected that an inquest will be held.

The body of the dead man was found, burned beyond recognition, in the rear vestibule of the coach, where he had apparently suffocated. It was here that many of the passengers had jammed the narrow aisle, blocking off escape for those who later got out by the window which Mrs. Hoyt smashed.

The 13 passengers who escaped made their way into the sub-zero weather through the smashed window. Many of them had been sleeping. Several jumped while the train was still moving.

The fire started in the front section of the car. Reports indicated that it started in or near the compartment occupied by Faucault. It spread rapidly in billowing smoke throughout the car, arousing the terrified passengers.

The sleeping car was a complete mass of flames by the time the train came to a stop. The last car on the train, it was the Northern Ontario car of the Trans-Canada flyer. The car is normally detached from the CNR run at North Bay and picked up by the Ontario Northland Railway to proceed on its line to Haileybury, Kirkland Lake, Timmins and other points in that area.

Two Constables Saw The Blaze

Two members of the Pembroke Police, Constables Huntley Munro and R. M. Ritchey were among the first to notice the fire. While on patrol in the town, they noticed a reflection of fire in the sky and set out in its direction. They arrived at the CNR tracks on the southern outskirts of Pembroke and travelled by foot through the freezing weather up the tracks. They met a trainman racing out to find a phone to report the fire.

The call for help was put in from the nearby home of Provincial Constable Martin Brindle in Pembroke. The Pembroke Fire Department responded, taking its equipment to a CNR trestle crossing the Eganville Road. A second locomotive from the Pembroke Junction of the CNR, from where the train had just left, was dispatched. The blazing car was uncoupled and hauled to the trestle, where town firemen took more than three hours to extinguish the flames.

The train was about two miles from the junction when the fire was reported.

Dr. J. H. Joyner of Pembroke was called to attend injured passengers.

The train, carrying all the passengers except the dead man and Faucault, left about 5.15 three hours late.

Just as the belated train pulling out, another small fire, obviously caught by flames from the burned car, was spotted at the rear of the car which had been adjoining it. It was brought under quick control by crew members.

The blaze attracted large numbers of Pembroke residents. They watched from various windy vantage points around the scene.

CNR Issues Statement

MONTREAL (CP) Canadian National Railways officials gave the following account of the fire:

"Reports received from the crew of train No. 1 stated that after the train had left Pembroke junction at 2.15 a.m., Porter J. D. Bailey of Montreal discovered sleeping car Louisburg on fire. This car of all steel construction was on the rear of the train.

"The porter stopped the train and awakened the passengers who were transferred to other cars on the train. All passengers in the sleeper Louisburg were safely accounted for with the exception of one unidentified male passenger who apparently died during the fire.

"The fire apparently started in one of the drawing rooms of the car and the occupant of that room was removed from the train by the Ontario Provincial Police.

"Two passengers were injured. Mrs E. Gauthler of Valgagne, Ont., sustained a broken wrist and G. Zavalkoff of Montreal received a cut on his right foot.

"The train proceeded after a delay of three hours and 14 minutes to its schedule.

"Later on receipt of additional reports, CNR officials said Bailey discovered the fire in the drawing room of the pullman.

"An attempt was made to put out the fire with extinguishers, but the flames spread so rapidly that it was necessary to evacuate the passengers. It was necessary to break the windows to provide means of exit for some of them"

It was in making their way out that Mrs Gauthler and Mr Zavalkoff suffered their injuries.