

Local Railway Items from Area Papers - 1954

07/01/1954 Ottawa Journal

Canadian Refractories

Kilmar

Grenville Miner Killed By Rock Fall

Hawkesbury Man Injured In Kilmar Accident

GRENVILLE, Que. Jan. 7. Staff

Bruno Charbonneau, 39, Grenville, was killed, and Lawrence Gray, 29, of Hawkesbury, seriously injured, when they were struck by a falling rock at Canadian Refractories Company's nearby Kilmar Mine yesterday.

Gray was taken to Montreal General Hospital by ambulance. He has a broken arm and broken pelvis and is suffering from shock.

The men were at the end-wall of a "raise", or passage, angling upwards at 45 degrees not far from the foot of the mine's main shaft. They were about 975 feet below ground.

They were operating a drilling "bug", boring a hole in the wall of the passage for a wooden plug used by a survey crew.

A piece of rock, weighing about a ton, broke away from the roof of the passage and fell on the men.

Charbonneau, who was above Gray, was crushed to death at once. Gray was pinned beneath his body.

Mine crews used screw jacks to raise the rock and free Gray and recover Charbonneau's body.

Charbonneau leaves a widow and three children. Gray is unmarried.

The Kilmar Mine produces magnesite, a carbonate of magnesia used to make refractories for lining high-temperature kilns and boilers.

08/01/1954 Ottawa Citizen

Canadian Refractories

Kilmar

Rule Death Accidental

GRENVILLE Special - Accidental death was the verdict of a coroner's jury that inquired into the circumstances surrounding fatal injuries suffered by Bruno Charbonneau at nearby Kilmar Mines on Wednesday. The dead miner was a resident of Grenville.

Coroner Dr. Jules Lafleur, of Lochute, announced the verdict after a jury visited the accident scene at the 975-foot level of the Canadian Refractories Company mine shaft here yesterday.

Charbonneau, 39-year-old machine operator at the mine, died from suffocation when he was crushed by more than a ton of rock which fell on him.

Lawrence Gray, 26, of Hawkesbury, Charbonneau's helper, who suffered a broken arm and other injuries in the same accident, was reported in fair condition at the Montreal Hospital where he was taken.

Quebec Mine Inspector Edgar Berube, of Montreal, visited the loading pocket where the accident occurred and work was resumed in the ore pass raise.

Man Injured In Mine Reported Fair

HAWKESBURY Special! Lawrence Gray, of Hawkesbury, injured Wednesday (06/01) when a rock slide at the Kilmar Mine near Lachute took the life of a coworker, was reported in "fair" condition last night at the Montreal General Hospital.

Gray suffered a broken right leg and left shoulder. He also suffered serious cuts and bruises on the face and body.

Bruno Charbonneau, 39, of Grenville, Que., was killed almost instantly in the underground slide. His funeral will be held Saturday at 10 a.m. to Notre Dame des Sept Douleurs Church, Oienville. Burial will be in the local cemetery.

11/01/1954 Ottawa Citizen

Winchester

Finch

Farmer Killed By Train At Finch Level Crossing

FINCH (Special) A retired farmer was killed and his son injured early this morning when their car was struck by a train at a level crossing near here.

Dead is Emmanuel Forget, 60, who was hurled from the car and killed instantly. Now in Hotel Dieu Hospital, Cornwall, suffering from a fractured shoulder and serious cuts and bruises to the face and head is his 18-year-old son, Marcel Forget.

The car was hit by the CPR passenger train, to Montreal as it passed through the north side of this village about 6.30 a.m. The Forgets live a mile west of St.

Albert on the Ninth Concession of Cambridge Township, about 11 miles from Finch. Finch is about 50 miles from Ottawa, 27 miles from Cornwall.

Frosted windows and the fact that all windows of the car were closed due to the intense cold were believed to have been contributory factors in the accident.

Signal Operating

The Forget car was hit by the second section of the fast train. Crew members reported that the double flasher lights and warning bells were operating as the train approached the crossing. The road was County Road No. 12.

Dr. J. G. MacLeod, of Finch, attended.

The injured Marcel Forget was taken to hospital by Kenneth Hanna, a Finch area farmer for whom Marcel Forget worked. Provincial Constable Ray Reid, of Cornwall, investigated. No decision has yet been made on an inquest. Dr. J. M. Pollock, of Avonmore, is coroner. Members of the train crew, all from Smiths Falls, included Engineer E. McReynolds, Fireman F. Moore and Conductor I. Arnold.

Train Crew Cleared by Jury

PEMBROKE (Staff) A coroner's jury last night cleared the crew of the Canadian National Railways' crack transcontinental flyer of any criminal negligence in the death of Ottawa doctor Hugh A. Collins.

But added to the verdict was a sharp five-barrelled "rider" calling for sweeping changes in CNR operations and safety precautions.

The jury found the-DVA physician met accidental death on Dec. 30 when the sleeping car "Louisburg" was ravaged by fire minutes after it left Pembroke station. They set the cause of death as suffocation and severe burns.

Evidence showed that the engine pulling the flaming sleeper was halted and then - without warning - started due to a mistake in interpreting signals. When the train was stopped for the second time it was beyond the reach of fire equipment from Pembroke.

The five-man jury recommended:

1. That the CNR provide more adequate training and instruction for crews to follow in the event of an emergency.
2. That the company insist that their train crew have a better understanding of signals.
3. That some responsible member of the crew be specially designated to make sure all cars are cleared if such a move is needed,
4. That more adequate fire protection be provided in the trains.
5. That smoking be permitted only in the special smoking compartments.

The Jury took only 45 minutes to reach its verdict, although it required over eight hours to examine the 15 witnesses who testified. Dr. J. C. Bradley, Renfrew County coroner, presided.

Eighteen other passengers escaped the flaming sleeper by climbing to safety through doors and windows.

Evidence at the inquest revealed the startling fact that James Faucault, of Noranda, in whose compartment the fire started, had prophesied that the train might burn before reaching its destination.

New, Modern, CNR Coaches for Ottawa, Montreal Riders

Ottawa is to be the first city in Canada to see the smart, new coaches of the Canadian National Railways and travellers between Ottawa and Montreal will be given the first opportunity to ride in the new equipment.

Today the first two of the 218 new all-steel coaches now on order by the CNR will reach Ottawa a few minutes past noon on the regular train from Montreal and will form part of the regular train leaving for Montreal in the afternoon. They will remain in this service.

The cars are painted in the distinctive new exterior color scheme of the railway green and black, with gold trim and lettering and the CNR's red maple leaf monogram at each end. Inside, there are seats for 80 passengers, all of them the rotating type with foam rubber padding and reclining backs. The coaches are electro-mechanically air-conditioned with the heating automatically controlled by thermostat and for the first time four-wheel trucks with coil spring suspension is being used on the company's equipment

218 New Cars

The order for the 218 coaches was placed by the railway with Canadian Car and Foundry at a cost of \$29,000,000. They form part of the largest single order for new passenger equipment in Canadian railway history. Altogether, the CNR is now awaiting delivery of 359 new cars that include sleepers, parlor cars and dining cars of various types. When these are in service this year across the system the railway will have by far the biggest fleet of new passenger equipment in Canada.

New Cars for CNR

Swank new coaches of the Canadian National Railways have been put into service on the Ottawa-Montreal run. They are part of a total of 359 cars of various types being bought by the CNR. The cost will run into millions of dollars, but is justified by the fact that only by constant improvement in service can the railways hope to compete with other forms of transport.

Train Rips Snowplow

WINCHESTER (Special) Two men escaped injury early today when the Ontario Highways Department truck and plow they were operating was struck by an, eastbound CPR freight at a Highway 31 level crossing at Winchester Station. The men were Owen Jones, 46, of 1305 Wellington Street, Ottawa and Edward Armstrong, 23, of Vernon, Ont.

The accident occurred about 3 45 a.m. and held up traffic for approximately .three hours.

Car Crushed By Train

FASSETT t Special !-Scant seconds before his car was struck by a train, Gerard Tourangeau, 27, of Montebello, jumped to safety and his car was demolished behind him.

Last night, Tourangeau, driving along the highway and approaching the Fassett railway crossing, saw that the Montreal-Ottawa train was approaching but thought he had sufficient time to make the crossing safely.

But his car stalled on the tracks and he wa forced to leap for life. The train engine crashed into the car destroying it.

The accident was investigated by Traffic Officer Emile Desroeurs.

Train Wrecks Auto Stalled On Crossing

ALMONTE 'Special' Oliver Bez!!l, 60, road commissioner fr Ramsay Township, had a narrow escape Saturday morning on his way to a meeting of the township council.

His car was wrecked on the Bridge Streetrailway crossing on tne spot where a month ago I-orre Vsughan, of Almonte. Was killed when a train hit the car he was driving.

Mr. Dezell's car, a 1948 sedan, stalled on the crossing. Before anything could be done a tram appeared, bearing down on the man and the auto.

Frantic attempts by Mr. Dezell to flag down the 67 car diesel train where [sic] in vain.

He stepped aside just as the engine smashed into the car, carrying it 50 feet down the track.

Constable Roy Dawson, OPP, investigated.

Two Injured As Auto Hit Bv Train

A train-car crash at the CPR crossing on the Prescott Highway, near the entrance to the Experimental Farm, brought injuries to two persons at 5.30 p.m. yesterday.

Rammed by the engine the auto was forced into a second car that was stopped at the level crossing. Both injured persons were passengers in the auto struck by the train.

They were Mrs. Margaret Parson, of 463 Kensington Avenue, who was admitted to Civic Hospital for treatment of rib fractures, and her grandson, Adrian, seven, who was treated for bruise but was not admitted.

The car was driven by Bryan K. Bryan, also of 453 Kensington, father of the injured boy. Damage to his car was estimated at \$500.

The second auto, that had stopped for the train, was owned by Albert George Goswell, of 290 McArthur Road. It sustained an estimated \$300 damage.

Heavy Fog

Bryan told police that he was travelling in a westerly direction at the time, and though he looked out of the window he failed to see the northbound train in the heavy fog, until too late to avoid an accident.

"I did not see the engine until I was straddling the tracks. I stepped on the gas trying to get out of its path but the car was struck on the left-rear fender," he reported.

The car was thrown into a complete circle after being struck by the train, crashing into the Goswell car parked on the west side of the tracks.

John K. Ross, of 90 Preston, operator of the CPR yard engine (No. 7089) stated that he was travelling very slowly at the time of the accident. "We pulled to a stop within feet of the crossing when we realized there had been an accident," he said.

Constables Lionel Lefebvre and Daniel Teevens, of No. 2 Police Station, investigated.

23/02/1954 *Ottawa Citizen**Winchester**Monkland*

Monckland Man Has Close Call

CORNWALL, Ont., (CP) Seconds after Roy Renwick, 22, of Monckland leaped from a stalled car two miles east of Finch Monday it was demolished by a speeding westbound Canadian Pacific Railway passenger train bound from Montreal to Toronto. Pieces of the car were scattered along the right of way. Finch is 20 miles west of Cornwall.

04/03/1954 *Ottawa Citizen**Winchester**Chesterville*

Freight Car Fire At Chesterville

CHESTERVILLE (Special) A small fire in a freight car on a CPR train passing through here on the way to Montreal resulted in the car being left in the siding here and members of the Chesterville Volunteer Fire Brigade being summoned. The car, en route from Fort William, was loaded with empty beer bottles.

08/03/1954 *Ottawa Citizen**Sussex Street**Queen Mary Street*

Car Slides Into Train Driver Escapes Injury

Herbert G. Smiley, 37, of 103 Putman Avenue, had a narrow escape from death early Saturday evening when his car was struck by a CPR freight train at the Queen Mary Road crossing in Overbrook.

Damage to Smiley's car amounted to \$400, but the driver escaped unscathed.

Smiley told investigating police that he was driving east on Queen Mary at 20 to 30 miles an hour. He said that his vision of the railway tracks was blocked by a house and he did not notice the approaching freight until he was almost on the tracks.

He swung his car sharply in an attempt to run parallel to the tracks, but the car skidded and the left front side was struck by the locomotive.

Engineer William Sargent, 60, of 9 Sims Street said that his train was travelling about eight miles an hour at the time of the impact and that the whistle had been blowing for the crossing.

While the front of the car was badly damaged as it was pushed along the right-of-way Smiley walked away from the wreck without suffering any injury.

22/03/1954 *Ottawa Journal**Beachburg**Pembroke*

Taxi Driver Killed When Car Hits Train

PEMBROKE, March 22. - Ellard Moriarty, a 21-year-old Pembroke taxi driver, was killed and his passenger, Mrs. Joseph Pappin of RR 1, Pembroke, is in hospital in serious condition after the taxi in which they were travelling, collided with a CNR freight train at level crossing seven miles east of here late Saturday afternoon.

Witnesses said the taxi, east-bound on Highway 17, crashed into the side of the engine of the slow moving, 70-car freight as it crossed the highway.

Moriarty apparently did not see the train until too late and was not able to stop his car on the icy road. The level crossing is not protected by an automatic warning signal.

Mrs. Pappin was apparently thrown through the windshield of the taxi by the force of impact and suffered head and facial injuries, a fractured hip and undetermined internal injuries.

The taxi, owned by Terminal Taxi of Pembroke, was demolished. Moriarty suffered fatal head injuries and was rushed to Pembroke Hospital where he died Saturday night.

Both conductor A. Wilson and engineer J. R. Jolicoeur, both of Ottawa, said the usual warning whistles had been sounded as their train approached the level crossing travelling west. The engine of the train was partially across the road when the car struck it.

The injured were treated at the scene by Dr. L. D. Cotnam of Pembroke.

OPP Corporal Larry Gartner and Constable Ted Baginski investigated the accident.

An inquest is likely.

From the Citizen, same date. Train was extra 9062 west.

03/04/1954 *Ottawa Citizen**Chaudiere**Booth Street*

Auto Plows Into Diesel

One man was slightly hurt when his car plowed into the side of a heavy Diesel locomotive in a spectacular accident at 7.30 this morning.

Joseph Colosante, of 470 Booth Street, was taken to the Civic Hospital where he was treated for minor injuries and shock. The car was almost completely wrecked.

The driver of the car, Anthony Colosante, a son of the injured man, told police he was driving south on Booth Street down a slight hill leading to the CNR crossing.

He said he saw the train, a diesel shunting engine, and tried to stop but his wheels failed to hold on the icy surface of the road. His car rammed directly into the side of the big locomotive.

Constable Judd Rutherford, of No. 2 Station, who investigated, took Mr. Colosante to hospital

NYC Seeks To Discontinue Ottawa Run

The New York Central Railroad has applied to (he Board of Transport Commissioners for permission to discontinue the passenger service it is now required to give in the winter months between Ottawa and Helena. NY, Board of Control today was informed.

The summer service on the line was discontinued in 1951 but the railroad was ordered at that time to operate two trains daily, except Sunday, during the months from November to April.

Board of Control' today referred the matter to the city solicitor before deciding whether the city will oppose the application.

The two trains which would be discontinued are No. 61, which leaves Helena at 7.30 a.m. and arrives in Ottawa at 10.30 a.m. and No. 62 which leaves Ottawa at 4 p.m. and arrives in Helena at 6.45 p.m.

The NYC is submitting to the Board of Transport Commissioners that a continued decrease in passenger patronage, steadily increasing overhead and recurring annual deficits justify discontinuance of the service

It states that it lost \$19,773 on the Canadian side of its run during six months of 1952 and lost \$15,576 from November, 1952, to April, 1953.

The company said the area affected is well served by motor buses and private cars. Inconvenience to residents would occur only on rare winter days, at which time the NYC would be ready to help out by putting a passenger coach on its freight trains

15/04/1954 *Ottawa Citizen**Kingston (CN)**Wales*

Three Persons Meet Death In Level Crossing Crash

CORNWALL (Special) A mother, her 14-year-old son and a CNR section workman died in the grinding crash of a speeding eastbound CNR freight train and a tiny English car at a level crossing at Wales late yesterday afternoon. Wales is 10 miles west of Cornwall.

The father of one victim and the husband of another is in critical condition in Cornwall General Hospital.

Two young boys of the family involved watched horrified as the 80-car freight crunched their parents' car into an unrecognizable mass of twisted metal.

They had rounded the corner of their home, a scant 75 feet from the crossing.

The Dead And Injured

Killed were Mrs. Elizabeth Watson, 42, of Wales; her son, Groulx, and Harry Martin, 37, Wales, sectionhand, residing at nearby Dickinson's Landing.

William Watson, 47-year-old section foreman, is in hospital suffering multiple injuries. Hospital officials said today his condition is critical.

The speeding freight, bound from Toronto to Montreal, struck the car as it proceeded south across the double tracks. The party was returning to the Watson home after picking up Mrs. Watson and Groulx who were visiting relatives in Cornwall.

Train Stops Half-Mile Further

Engineer Joseph Jolander, of Montreal, grounded the big steam locomotive to a halt nearly half-a-mile east of the crash scene.

The three bodies were strewn in a ditch along the right of way about 20 feet apart.

A torn woman's magazine, leather mitts, a denim jacket and cap, and a few cents in silver were scattered over the ground.

Police and nearby residents said that the train was probably travelling at 50 miles an hour. It was not scheduled to stop at Wales.

Wreckage of the car doors, fenders and seats was scattered for 1,000 feet along the track. Main portion of the demolished vehicle was about 100 feet from the crossing, practically opposite the Watson home.

Constable William Campbell of District 11, OPP Headquarters, Cornwall, was the first police officer on the scene. He said the wig-wag warning flasher was in operation when he arrived within 20 minutes after the crash.

Henry Laflamme, proprietor of a nearby restaurant and barber shop, was among the first to reach the wreck. He said that Watson, believed to be the driver of the car, was on his hands and knees about 20 feet from the crossing.

"He was conscious when I got to him," Mr. Laflamme stated. "He called me by name, and asked me to help him to the house. He was in very great pain and kept crying 'help me, help me.'"

"Another man and I carried him to the house and laid him on a bed. I loosened his clothing and took off his heavy work boots. I put pillows behind his head and tried to make him comfortable. He kept telling me that he was not high enough, so I let him sit up in the bed.

"I just stayed there until the doctor and ambulance arrived. There wasn't much you could do. I knew that I couldn't do anything for the ones outside."

Horrorified Sons Eye-Witnesses

Donald Watson, 10, and his brother Roger, 9, saw the crash. They were returning from a fishing trip at a nearby creek as the car started over the crossing. "I thought Dad was going to make it OK," Donald sobbed through his tears. "Then the train hit the back of the car with a big smash. But I thought he was going to make it. I didn't know what to do."

The children were taken to the Laflamme residence and later to an aunt's home in Cornwall.

J. L. Morris, of Montreal, conductor in charge of the train, stated that he did not know what had happened. He was riding in the tail-end car.

Engineer Jolander said he would report to railway investigators in Montreal.

There were no other witnesses.

The train, first section of freight No. 492, was delayed an hour before proceeding to Montreal. The second section following it was held up for about 35 minutes.

Dr. E. L. Brown, of Aultsville, in Wales visiting a patient, was the first medical man on the scene. He treated Mr. Watson and ordered him removed to hospital in Miller's ambulance, summoned from Cornwall by station agent William Potvin.

Other doctors called to the crash were Dr. M. A. Kelly, of Cornwall, and Dr. C. A. Stewart, Cornwall coroner, who released the bodies.

Investigation is in charge of Cpl. George Nault, of Cornwall. Young Watson, a Grade 8 pupil at Wales Public School, was released from hospital only two weeks ago, following an appendix operation.

One Victim Railway Worker

Mr. Watson, employed with the CNR for 11 years, has been section foreman at Wales for the past three years. Martin had been employed by the railroad for 18 years.

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Wife, Son Killed Bv Freight Train

By CP and Staff

A pale, red-eyed soldier, grieving over the death of his wife and son in a railway accident at Masson Thursday, was plucked from a Korea-bound transport ship far out In the heaving Pacific last night and today is bound for home from Seattle.

Corporal Fernand Leduc will return to his home village in time to attend the funeral of his 35-year-old wife and four-year-old son Maurice, crushed by a freight train as they were out for an evening stroll with two neighboring women He will arrive Sunday evening The funeral takes place in Buckingham. Monday morning.

Only the fact that baby Elizabeth and son Jean remain alive will help assuage the young Canadian soldier's grief The baby was being pushed in her carriage by the mother when the latter was killed.

28/04/1954 *Ottawa Citizen**Prescott*

Car Crashes Locomotive, Driver Hurt

When his car crashed into a slow-moving locomotive at the unguarded CPR crossing on the Prescott Highway, near the Dominion Experimental Farm late last night, an elderly man was critically injured and his auto heavily damaged.

John MacLeod, 75, of 25 Lakeview Terrace, was admitted to Civic Hospital in a semi-conscious condition as a result of the level-crossing crash.

Hospital authorities reported that his condition was "fair" early this morning. He suffered severe shock, multiple bruises and cuts about his face and body, and possible internal injuries.

Damage to his late-model car was estimated in excess of \$1,000. Mr. MacLeod was alone in the car at the time of the accident that occurred shortly before 11 p.m.

The car was travelling toward Ottawa when it crashed into the side of the northbound locomotive (No. 5125). The yard-engine was hauling eight freight cars at the time.

With the driver trapped in his vehicle, the train dragged the car more than 300 feet before it could be braked to the stop.

Engineer Nicholas Tremblay, of 840 Somerset Street West, reported that he was travelling slowly at the time, and pulled the train to a stop as quickly as possible after he realized that the engine had been struck. Conductor James E. McMullen, of 811 Somerset West, was in charge of the train.

Constables Donald MacDonald and Lester Thompson, of the city police, investigated the accident.

29/04/1954 *Ottawa Citizen**Winchester**Smiths Falls*

Veteran CPR Engineer Praises Diesel Engine

By Pat Stevens Citizen staff Writer

SMITHS FALLS When the first diesel-powered passenger train rolled into Smiths Falls last March 13, the man in the driver's seat of the giant, spanking-new locomotive was William Henry (Harry) Weese, veteran Canadian Pacific Railway engineer with more than a half-century of service behind him.

Only the day before he made the first diesel run on "Second 2" from Trenton, Harry Weese had received a 50-year-long service pass at a Toronto ceremony. the 31st such award in his company's history.

Year To Go

Mr. Weese retires next March 5 with just one regret that he can't start all over again now the diesel has come of age.

Since he joined the CPR on May 24, 1903. Mr. Weese has piloted all types of steam engines. He has literally grown up with them. But if he suffers any pangs of nostalgia about the passing of the age of steam, they don't show when he starts talking about the new diesel engines.

"The diesel has the steam engine beaten a mile on Sunday," he will tell you. "They are as different as night and day. The diesel gives you better observation, more comfort, easier handling. It's clean and silent."

Life's Dream

Mr. Weese has wanted to drive diesels ever since they started making their appearance on the continent's railroads. Now that he has done it, he wants to stay with diesels until he retires.

It seems likely he will. His regular run on the Montreal-Toronto passenger train through Smiths Falls is also diesel-powered now.

Looking back over his 45 years as an engineer on steam locomotives, he can sympathize with the Italian fireman who threatened to leave the cab of his engine in 1928 because the job of firing the steam boiler was too tough.

Mr. Weese recalls he was able to change the fireman's mind only because the train was stopped at an isolated station at the time and the only quick way out was on that same train. The fireman stayed and in fact was still on the Job when the automatic stoker relieved him of hand-firing chores

Father Killed Mr. Weese started with the CPR as a call-boy in his home town of Havelock, Ont., when he was 13 years old. Five months later, his father, also a CPR employe. was killed in an accident in the Havelock yards.

In 1906, the junior Weese moved up as a fireman and three years later became an engineer. Since then he has worked out of several Ontario centers, coming to Smiths Falls in 1934.

He was married In 1925 at Trenton to the former Verna Florence Kirkham who passed away in 1939. He has two sons, Edward, working in Smiths Falls, and Lloyd, a student at The Grove prep school in Lakefield, Ont.

Mr. Weese has enjoyed every year of his career. It has been free of any major accidents and he recalls it as largely uneventful.

Some of his happiest recollections are the visits made by celebrities to the cab of his engine after trips. He numbers Henry Ford among these visitors. The meetings were pleasant because the distinguished passengers and Engineer Weese enjoyed the same immediate interest - trains.

03/05/1954 *Ottawa Citizen**Chalk River**Carleton Place*

Freight Cars Derailed At Carleton Place

SMITHS FALLS (Staff) Two Ottawa-Toronto passenger trains of the Canadian Pacific Railway were re-routed through Kemptville to Brockville Saturday afternoon as the result of a partial derailment at Carleton Place.

A company official said two cars of a freight train went off the track at Carleton Place at 3.20 p.m.

There was no damage and the track was quickly cleared.

04/05/1954 *Ottawa Journal**Kingston (CN)**Coteau*

Freight Derailed At Coteau Station

MONTREAL, May 4. CP) Two engines and 17 cars of a Canadian National Railways freight train jumped the tracks today at Coteau Station, some 40 miles west of Montreal, spilling tinned goods, bottles and animals along the track.

The two-man crew of the lead locomotive escaped uninjured although suffering from shock.

The cause of the derailment was not definitely known but it was believed the men applied their emergency brakes and suddenly after going on to the wrong track at a switching point.

Several cars overturned after jumping the track. Forty-five others remained upright, on the rails. The derailed cars came to a stop only a few feet from the station. The accident occurred shortly after 4 a.m. EDT. The train was bound from, Brockville to Montreal.

Will Not Oppose New York Central Dropping Service

On condition that the New York Central Railway will operate a coach on its local freight train between Ottawa and Helena, NY. during winter emergencies, the City of Ottawa will not oppose the railway's application to discontinue its regular passenger train service, city Council decided last night

The railway had applied to the Board of Transport Commissioners to discontinue the passenger service because of loss of revenue.

Council was informed the application had been examined by City Solicitor Gordon C. Medcalf. QC, who found that the company had suffered a heavy financial loss even on the reduced service it had given since 1951, and that most of the territory affected is provided with bus service except on isolated occasions during winter when highways are made impassable by snow.

The company had stated it was prepared to operate a coach on its freight train in such emergencies The application is to discontinue only the regular passenger train.the freight service to continue. Council decided not to oppose the action.

11/05/1954

*Ottawa Citizen**Renfrew**Echo Drive*

1930 Auto and Massive CNR Train Break About Even In Their Tussle

By Ben Dworkin Citizen Staff Writer

A 1930 vintage coupe and a crack CNR trans-continental flyer had it out at a city railway crossing early this morning and broke almost even in the tussle. However, after they had been pulled apart it was agreed that the train did come out slightly on top as a result of the argument. The 14-coach train "was only backing up slowly at the time.

The scene was the CNR Echo Drive crossing, near Hawthorne Avenue. The time shortly after midnight.

Morris Lepage, 18, of 397 Gloucester Street, was at the wheel of the early-model automobile. At the throttle of locomotive No. 6074 pushing the train was Engineer Albert Bates.

Pushed Coupe 95 Feet

Catching the right rear corner of the auto, the train pushed it a distance of 95 feet along the rails, and then threw it onto the shoulder of the railway right-of-way.

Total damage to the car was a broken rear wheel. Driver Lepage suffered nary a scratch.

When Engineer Bates climbed down from his locomotive and examined the damage to his train, he found (upon very close scrutiny) that the train was slightly the worse for a few scratches and scrapings where it had come into contact with the car. All he suffered personally were hurt feelings.

What Police Say

Here is what police say happened. Lepage, the holder of only a temporary driving permit was alone in the car travelling south on Echo Drive when the motor stalled. He had borrowed the car from a friend for the evening in return for the use of his motor cycle.

Along came a friend-in-need, Fred Ducharme, 17, of 301 Wilbrod Street, and agreed to give him a shove with his car.

Both drivers apparently failed to notice the CNR signalman at the crossing waving his red lantern to warn motorists of the approaching train.

The engine with its 14 coaches was backing along in a leisurely manner toward the CNR switches at the Bank Street yard.

Speaking to The Citizen later the 18-year-old auto driver said he did not know just what did happen.

"I was being pushed normally along Echo Drive by my friend. The next thing I knew I was being pushed sideways by the train. The car just skidded along the rails.

"When I got out I couldn't figure out what all the fuss was about. I didn't even have time to think about getting hurt at the time, ' he said.

"Cost 60 Bucks' "

What about the damage?" he was asked.

"Can't say," he replied. "The car only cost about 60 bucks, so I guess a wheel can't be very expensive."

Officially Cpl. Alvin Meredith and Const. Prospero Bruyere were in charge of investigating the freak accident But before the car was cleared away from the crossing policemen in prowl cars who could find an excuse to pass along the way, visited the scene to see for themselves - otherwise they wouldn't believe it could have happened that way.

14/05/1954

*Ottawa Citizen**Kingston (CN)**Cornwall*

Railroader Charged After Three Deaths

CORNWALL (Special) William Watson, CNR foreman at Wales, has been charged with dangerous driving as a result of a train-car collision April 14 that took the lives of his wife, young son, and a fellow-worker.

Crown Attorney R. P. Milligan, QC, said today the charge was laid following investigation by Ontario Provincial Police. No date has been set for Watson's court appearance, he said.

Watson, 47, was seriously injured when his light English car was demolished by a speeding CNR eastbound freight train practically in front of his own home.

Mrs. Elizabeth Watson, 42, their son, Groulx, 14, and Harvey Martin, 37, a section hand, died in the crash.

Watson was confined to hospital for some time but has been released.

25/05/1954

*Ottawa Citizen**Kingston (CN)**Brockville*

Melvin Purvis, 29 , Killed As Auto Rams CNR Freight Near Brockville

BROCKVILLE (Special) Melvin Purvis, 29, was killed near here early Sunday morning when his car smashed into the rear of a mainline CNR freight. A brakeman suffered minor knee injuries and all west-east traffic was held up for several hours when the impact left the caboose of the train straddling the double track.

The accident occurred in the Caintown area a few miles west of Brockville shortly after one a.m. Sunday. Purvis was driving a 1950 model car and apparently did not see or hear the freight. He had the misfortune of hitting car Number 71 of a 72 car freight. His car was swung around and rolled end over end several times. The car was dragged about 36 feet and Purvis was thrown 26 feet from the car. He was still alive when rushed to Brockville General Hospital but died shortly after admittance. He had been travelling alone in the car.

The two ends of the freight were derailed. The box car which was struck by the auto ended in the ditch and the caboose was swung around straddling both lines of the double track main line. Heavy holiday traffic was held up for several hours before the caboose was removed.

Brakeman Clarence McGrayne of Belleville suffered minor injuries to the left knee as a result of the impact. John Duncan, also of Belleville, was the engineer.

The accident victim is a son of Mr. and Mrs. Claude Purvis of the Mallorytown district.

Caption to Photo

Crossing Tragedy - Wreckage of the new-model car in which Melvin Purvis, 29, of Mallorytown, was killed early Sunday morning, is shown above. Purvis's car crashed into the 71st of a 72-car freight train near Brockville in the early morning dawn. He died shortly afterwards.

25/05/1954

*Ottawa Journal**Kingston (CN)**Brockville*

Car Rams Freight,

Junetown Man Fatally Injured

BROCKVILLE, May 25. (Special) Melvin Purvis, 29, of nearby Junetown, Ont., suffered fatal injuries early Sunday when his late-model automobile struck the 71st car of a 72-car Canadian National Railway freight train at the Caintown crossing, 13 miles west of here. Mr. Purvis died two hours after the crash in St.

Vincent de Paul Hospital, Brockville. Two railway cars, the cars struck by the automobile, and the caboose, were derailed by the impact and traffic on the Montreal to Toronto Line, was held up for five hours, a brakeman, Clarence McGrayne, 41, of Belleville, suffered laceration to the left knee. Mr. Purvis was

northbound when his automobile struck the side of the eastbound train. Mr. Purvis was unmarried and was the only son of Mr. and Mrs. Claude Purvis, of Junetown, who survive, other survivors are two sisters, Mrs. Bert King (Muriel), Vancouver, and Mrs. Harold Pool (Joyce), Whitby, Ont. Funeral services are to take place at the Purvis home this afternoon with interment at Union cemetery, Lansdowne, Ont

\$2,000 Loss Caused By Storage Shed Warehouse Blaze

Fire caused damage estimated at nearly \$2,000 to a storage shed and warehouse owned by John J. Shea and Co. fuel merchants at the New York Central freight yards off the west end of Mann avenue at 8.40 Thursday morning.

The blaze started on the top floor of the two-storey building. The cause of the fire has not been definitely ascertained, but it is thought that it may have started in overheated stove pipes.

Several people were in the building at the time the fire broke out, but no one was injured. Two delivery trucks which could not be removed in time were damaged by water.

28/06/1954 *Ottawa Citizen**Beachburg**Pembroke***CNR Freight Derailed At Pembroke**

PEMBROKE (Staff) Railroad wrecking crew worked in windy, rainy weather all day Sunday, clearing the transcontinental line of the Canadian National Railways blocked since late Saturday night when an east-bound freight train was derailed.

A total of 16 cars of the extra freight left the tracks about three miles east of Pembroke, but no injuries resulted from the derailment.

Passenger and freight traffic was flowing normally through here Sunday however, with trains being rerouted. Some on the Canadian Pacific Railway lines and some on another; CNR line which goes from Pembroke to Golden Lake, there joining the line to Ottawa.

The engine and front end of the train did not leave the track but the 16 cars and tank cars were strewn along the right of way.

Creates Pond

The derailment occurred in cut with high embankments on each side. The derailed box cars apparently blocked the passage of torrent of water and converted the derailment area practically into a pond.

Mobile gasoline powered pumps were brought to the scene to pump the water out of the depression and speed clearing up operations.

Wrecking crews from Ottawa and Brent were sent to the scene and with huge cranes working from each end of the derailment, cars were being replaced on the tracks at each end Sunday afternoon.

Officials at the scene gave no cause for the derailment but it was felt that the heavy rains and high winds of Saturday night's storm may have caused a washout. Several small washouts were reported along the track inside Pembroke.

Pembroke and district residents attracted to the scene drove as far as possible in a farm yard and then trekked through a muddy field to reach the scene of clearing operations.

Caption to Picture

Mass Derailment At Pembroke- No less than 18 cars of a west-bound transcontinental freight train jumped the tracks near Pembroke at 9 o'clock Saturday night. No one was injured. A sudden cloudburst washed out the ground under the tracks about 3 miles east of Pembroke causing the accident. The cars were sandwiched into a 100 yard track length. Photo by Montaigne

30/06/1954 *Ottawa Citizen**Lachute**Masson***Train Kills J. K. Sloan**

Joseph Kenneth Sloan, of Ottawa, was killed by a freight train on the CPR tracks near Masson late last night, he was brother of Tod Sloan, hockey star with the Toronto Maple Leafs.

Sloan's badly dismembered body was found on the tracks about 11.45 last night. Police said it had been dragged about 30 feet along the rails by the Montreal-bound train.

Rene Demers, brakeman on the freight, said he saw Sloan apparently asleep on the tracks only seconds before the accident. He applied the brakes but to no avail. The engine and five cars rolled over the body before the train was brought to a halt. Conductor of the train was Henri Marois of Montreal.

A native of Timmins, but for some years a casual resident of Ottawa, Sloan was last seen by his brother Leo Sloan, 1118 Belanger Street, early yesterday afternoon.

Inquest Unlikely

Coroner Dr. Jean Lorrain of Ste. Rose de Lima was called to the scene and after viewing the body said an inquest was unlikely.

05/07/1954 *Ottawa Citizen**Chalk River**Almonte*

Killed At Almonte - John McKay, 82-year-old Almonte resident, who was killed near his home by a CPR transcontinental train on Saturday. Raking through the grass along the right-of-way, Mr. McKay apparently failed to note the oncoming train.

07/07/1954 *Ottawa Citizen**Carleton Place***Find Body On Tracks**

The body of an unidentified man was found on the Canadian Pacific Railway tracks, about 80 yards east of Churchill Avenue, about 5.10 o'clock this morning. The body, apparently cut in two by Toronto-Ottawa pool train 560, was discovered by John E. Graham, 315 Kirchoffer Avenue, while on his way home from work this morning. He immediately reported the discovery to No. 2 Police Station.

(The victim was tentatively identified by police as an Arthur Greene of Ottawa. No other details are available.)

Mr. Graham found the badly dismembered body while crossing the tracks. Police said the victim was dressed in a brown coat, blue jeans, army shoes but carried no identification. A bag containing newspapers was found nearby.

Dr. W. T. Kendall, coroner, viewed the remains and had the body removed to the Civic Hospital morgue.

Investigator George Cowan, of the CPR, said the man had been hit by the pool train that arrived at Union Station at 10 o'clock last night. The train was in charge of conductor J. Gillan and engineer L. Brunette.

Police are taking fingerprints today in an effort to identify the victim.

09/07/1954 *Ottawa Citizen**Beachburg**Bells Corners***Driver hurt as train hits truck**

Gerald Cummings, 27, of Stittsville, Ont., suffered serious multiple fractures Thursday afternoon when his three-ton dump truck was struck by a CNR train at Bells Corners.

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Police reported that the young man was travelling east on the Base Line Road when the back end of his truck was struck by a train at an intersection.

The impact drove the truck into the ditch where it came to rest on its left side, a complete wreck.

The engine, No. 3200, was pulling empty passenger coaches at the time of the accident.

The crossing is marked with a white cross sign

James Murdock of 73 Delaware Avenue was the engineer and Samuel G. Anderson of 38 Merritt Avenue was the conductor.

Constable Ken Latham of the Ottawa detachment of the Ontario Provincial Police investigated.

13/08/1954 *Ottawa Citizen*

Renfrew

Brakes Fail Car Strikes Signal House

When the brakes of her car failed suddenly yesterday evening, Miss Beverly Walker, 503 McLeod Street avoided crashing through the lowered CNR gates at the Bronson Avenue crossing, by swerving over the sidewalk into the side of the signal house. Damage to the auto \$150, and about \$50 to the CNR property. Miss Walker told police that she had been travelling north on Bronson when the gates were lowered as a freight train was about to start backing up at the crossing. She applied her brakes only to find they did not operate. Rather than risk plowing into the train she took to the sidewalk. The- brakes were In perfect working order only a few minutes earlier, she said. Constables Kenneth McDonald and Bill Ferguson investigated.

16/08/1954 *Ottawa Citizen*

Beachburg

Pembroke

Hit By Train Pembroke Youth Serious

PEMBROKE (Staff) A Pembroke youth was still in an unconscious condition here last night in hospital after being struck by a train last evening. In Pembroke Cottage Hospital in serious condition is Kenneth McKibbin, 24 Craig Street, Pembroke, who is unconscious and suffering from a broken right arm, facial injuries, bruised right leg and possible head injuries. McKibbin was struck about 7.55 p.m. Sunday approximately one half mile west of the CNR junction on the outskirts of Pembroke. He was hit by an eastbound freight proceeding from Brent to Ottawa. Following the accident he was taken to hospital where he is under the care of Dr. H. B. Cotnam. Conductor John P. Sloan, 77 Delaware Avenue, Ottawa, was in charge of the train while the engineer was Lloyd Henderson, 49 Geneva Street, Ottawa. Police are still investigating the mishap. It is thought that the youth was standing or sitting on the edge of the tracks at the time. Investigation is being conducted by Sergeant Gerald Johnston and Constable R. M. Ritchie, Pembroke Police.

19/08/1954 *Ottawa Citizen*

Alexandria

New Parlor Car In CNR Service

A smart new parlor grill car, first of nine of its type to be delivered by the manufacturer, was put into service today by the Canadian National Railways between Ottawa and Montreal as the railway continued its multi-million dollar modernization program. The latest car, christened the Radiant Lake, will operate on the morning train. No. 47, from Montreal and afternoon train. No; 50, from Ottawa. It is part of the CNR's record-setting order for 359 passenger units of various types for use on all main line train across the system.

21/08/1954 *Ottawa Citizen*

Renfrew

Ottawa, Bank Street

When the Canadian National Railway's museum train steams into Union Station Monday morning, Mayor Whitton, with other members of City Council will be aboard. Arrangements have been made that the Mayor and her party board the train at the Bank Street Station of the railway at 9.15 a.m. daylight time and make the short trip into Union Station where the travelling railroad museum will be turned over to Her Worship for its Ottawa stay by A.R. MacDougall, executive representative of the CNR. The train will then be on public display from 2.00 p.m. to 9.00 p.m. and will be open free to the public each following day from 10.00 a.m. to 9.00 p.m. up to and including Labor Day. On Sundays, however, it will open only at 1.00 p.m. Thousands of visitors have inspected the train this summer at Windsor, Stratford, Chatham and Galt and it is being operated to Ottawa as part of the centenary celebrations. From here it will return to Montreal, its permanent base.

15/09/1954 *Ottawa Citizen*

Kingston (CN)

Level Crossing fatlity Scene

The lives of a Cornwall man and his young wife were snuffed out when their car was demolished by a speeding freight train at Nine Mile Road crossing on the CNR main line near Cornwall early Wednesday morning. Douglas Hollenbeck, 26, (inset upper left), was taking his wife, Anneite, 23, (inset lower right), to board a bus for work at RCA plant in Prescott when diesel engine hauling 35 cars smashed into their automobile. Wreckage was strewn along a mile of right-of-way. Photo by Ken Gosling

17/09/1954 *Ottawa Citizen*

Smiths Falls

Smiths Falls

Car Crashes Into Engine, Driver Unhurt

SMITHS FALLS (Staff) Arthur F. Kennedy, 41, of 40 Cochrane Street, Perth, narrowly escaped injury Thursday morning when his car skidded on wet pavement into the engine of a slow-moving Canadian National Railways train at the Hannibal Street level crossing. Driving alone, Kennedy was proceeding West into the town, police said. Damage to the vehicle was estimated at \$500. The train was moving away from the CNR station when the mishap occurred. The conductor R J. Muir, of 251 Foster Avenue, Belleville, and the engineer was R . C . Jones, of 31 Meyer Street, Belleville. It was the first accident at this crossing in several years. Smiths Falls Constable Donald Wilson investigated.

18/10/1954 *Ottawa Citizen*

Renfrew

Tanker hit by train, driver safe.

Richard J. Dunlap, of 122 Binet Street, Hull, driver of a Shell Oil truck trailer missed death by inches on Saturday night shortly after eight o'clock when his oil tanker was hit by a CNR train at the Riverside Drive crossing. Dunlap told police that the train which struck him was backing up and that he saw no lights except in one coach of the train. Almost before he could react the train was upon him. he stepped on the gas and whipped his truck onto the crossing but the backing train struck the tanker a glancing blow on one side causing \$100 damage.

20/10/1954 *Ottawa Citizen*

Prescott

Beech Street

Trailer In Trouble

Traffic at the CPR crossing on Beech Street was tied up briefly yesterday afternoon when a big semi-trailer truck collided with a freight train. No one was injured. Damage was light, even though a \$200 tire on the truck was completely wrecked. Photo by Newton

CP Train Nearly Upset

RENFREW (Special) Believed to be the work of children, an attempt was made near here yesterday to derail a CPR passenger train.

The Ottawa-Chalk River local was delayed for a few minutes about 11 a.m. after a slight jar caused the engineer to brake his engine-and-three-car train to a halt.

Metal Bars

A pile of rocks, two metal bars and collection of wire had been piled on the track about a quarter of a mile west of the iron railway bridge on the outskirts of Renfrew.

The obstruction had been placed there sometime between 10.30 and 11 o'clock, investigators said, as another train had passed on the same track at 10.30 and had not been jarred.

The weight of the engine cut one of the metal bars in two. Slight scratches were caused to the engine and several road ties were shuffled slightly. Service on the line was not disrupted.

Provincial Constable Tom Wark of Renfrew made the first investigation. He was later joined by CPR investigators from Ottawa.

There were about 100 passengers aboard the train at the time of the incident.

16/11/1954 *Ottawa Citizen**Renfrew*

Two sharp blasts on the whistle of a shunting locomotive brought the Royal procession to a quick halt at an Ottawa railway crossing last night as Queen Mother Elizabeth was en route to a reception.

The slowly-moving locomotive blasted out just as the limousine bearing the Queen's standard approached the crossing in East Ottawa beside the Rideau River.

The Royal limousine eased to a halt along with other cars in the police-escorted procession. A uniformed officer jumped from a car and motioned to a brakeman with a lantern in front of the locomotive.

The brakeman waved his lantern. The locomotive stopped and the Royal procesion proceeded to a reception at the New Zealand high commissioner's rsidence a few blocks away.

A police officer admitted later that it was unusual that anything should be allowed to halt a Royal procession.

"But we wanted to be sure that the engineer was just saluting and not proceeding over that crossing."

25/11/1954 *Ottawa Citizen**Renfrew**Renfrew*

Driver Unhurt When Truck Hits Train

RENFREW (Special) A young Renfrew man had a close brush with death when the truck he was driving struck the side of a slow moving train here yesterday afternoon.

Joe Cartier, 18, escaped with minor abrasions when he was thrown to the road as the three-ton truck he was driving hit the side of the engine.

The accident happened about 2 o'clock yesterday afternoon at the CNR crossing at the south end of Raglan Street.

According to police, Cartier was proceeding north into town, when he noticed the eastbound train seconds before reaching the crossing.

Although he applied his brakes he was unable to avoid the train. The truck was thrown against an automatic signal as Cartier was tossed to the road.

Damage to the truck, owned by J. C. McLaren for whom Cartier worked, amounted to about \$600. The engine damage was estimated to be close to \$200, with another \$200 damage to the warning signal.

OPP Constable Tom Wark, who Investigated the accident, stated that no charges will be laid.

06/12/1954 *Ottawa Citizen**Vankleek**Hawkesbury*

Car Wrecked By Train, Man Escapes

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

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

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

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

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

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

Two Thurso Men Killed in Crash

An Inquest will be held into the death of two Thurso men, killed early Saturday afternoon when the truck in which they were riding collided with a CPR freight train at a level crossing near the center of town.

Coroner Dr. Lucien Bourgeault of St. Andre Avellan said the inquest would be delayed until a third passenger was released from hospital.

Dead are: Donat Turpin, 42, and Emmanuel Lafrance, 26, both employes of the Thurso Municipality, Marcel Levert is in St. Michael Hospital, Buckingham, suffering from a broken left leg, a broken shoulder and possible internal injuries.

Driver of the truck, Henri Dube, 34, jumped out of the vehicle seconds before the collision. He was shaken but not hurt. The accident occurred only about 100 yards from Dube's home and was witnessed by his horrified wife. Thurso is about 26 miles northeast of Ottawa.

All four men were in the cab of the truck and had just left Dube's home.

Slid After Brakes Wesr Applied

Dube told The Citizen:

"We were just going up the slope toward the tracks when I spotted the freight train on my left. I slammed on the brakes but nothing happened. The truck just kept on sliding forward.

"I yelled to the fellows: 'Jump.'

As I said that I opened the door on my side of the cab and jumped out. I don't remember any thing else."

Mrs. Dube took on from there.

She was near her living room window when she heard the screeching brakes of the train. As she looked out the window, she saw the engine plow into the right hand side of the truck, throwing the three-ton vehicle several feet off the track.

"I rushed down to the scene and I saw one man lying face down on the platform (near the Thurso station) and another one in the snow. Then I found Henri."

Part of the wreckage was dragged more than 250 feet down the track.

CPR officials reported the train was a freight bound for Montreal and that the accident caused no serious delay in rail traffic.

Const. Hector Mougeot of the Quebec Provincial Police and Det. Conrad Bourgeois investigated the accident.

Mr. Turpin was a native of Thurso, where he was a fireman on the volunteer fire brigade. He was married to the former Florida St. Jean, who survives.

Caption to pictures

Two Died, Two Escaped Tragedy struck at a level crossing in Thurso Saturday afternoon when two men were killed as the truck in which they were riding collided with a freight train near center town. Donat Turpin, 42, and Emmanuel Lafrance, 26, died instantly in the crash. Marcel Levert was seriously injured and is now in St. Michael's Hospital, Buckingham. Henri Dune, 34, driver of the truck, managed to jump out of the-cab before the collision. All were residents of Thurso, 25 miles northeast of Ottawa.

Thurso Death Scene A new blanket of snow covers the level crossing where two Thurso men were killed in a train-truck collision Saturday afternoon. A gate near the crossing was torn down when the truck was thrown, off the track. A local resident stands on the spot where the heavy vehicle landed. Part of the wreckage was dragged another 250 feet by the train. Photo by Newton

Train Cuts Car In Two Driver Escapes Alive

A Hurdman's Bridge man had a miraculous escape from serious injury this morning when a CPR train cut his light coupe in two and scattered pieces along the track right-of-way.

Ernest Begin, 23, was sent home from Civic Hospital after treatment for shock and superficial scratches. His car was completely demolished.

The accident occurred about 7.45 a.m. at the CPR crossing on the Heron Road. Mr. Begin, a construction employe, was returning home after working a night shift on a building project on Carling Avenue near the Merivale Road.

Mr. Begin told City Constable Gerry Lefebvre that he was driving east and nearing the crossing when he heard the sudden scream of the whistle of the Ottawa-bound CPR-CNR overnight pool train. He said he applied his brakes, but the wheels failed to hold on the icy pavement and he skidded right into the intersection.

Direct Hit

The train, in charge of Engineer Burns Wilson, of Smiths Falls, caught the 1947 coupe almost directly in the center.

The locomotive ripped the automobile completely in two, hurling the sections 60 to 120 feet down the track. Smaller parts were strewn the entire distance.

When Constable Lefebvre arrived, Mr. Begin was lying along the track, apparently thrown clear of the demolished sections of his car.

He was fully conscious, though dazed and suffering from shock. Constable Lefebvre took the driver to hospital in his prowler.

The automobile, a total loss, was valued at about \$1,000. The train was able to proceed to Ottawa.

Train Pushes Auto 200 Feet But Driver Escapes Unhurt

Hard-packed snow at a railway crossing proved to be sort of a "mixed blessing" in the motoring life of Franklin Wallace, of 142 Beech Street, yesterday.

First, it prevented him from getting away from the path of an approaching CPR freight train while travelling over the Beech Street level-crossing.

When the train plowed into his car, however, the automobile was pushed by the engine 200 feet along the snow-and-ice on the railway right of way without toppling.

His auto was wrecked beyond repair, but Mr. Wallace stepped out of the auto without suffering a scratch.

Slid Along Ice

"The car was struck broadside and all four wheels just slid along the ice," Sgt. William Cowan of the city police told The Citizen.

"If the railway ties had been jutting out through the snow the automobile would undoubtedly have overturned, and the driver would likely have been crushed.

"The ice and snow might have caused the accident, but on the other hand it certainly saved the driver from possible death," he said.

Mr. Wallace reported that he was passing over the crossing shortly before 6 p.m., when he suddenly looked up and saw the approaching southbound freight train.

No Traction

He tried to gain speed to get out of the way of the locomotive, but could not get traction on the slippery roadway.

The train was not travelling at a fast rate of speed at the time of the accident, but the engineer was unable to brake in time to avoid striking the car that was straddling the rails.

Though the auto remained upright, the entire right side and front was shoved in by the train,

Value of the car was estimated at \$1,200.

Engineer Lyman Payne, 217 Hinton Avenue, was operating the locomotive (No. 8401). Conductor J. E. McMullen was in charge of the train.

Sgt. Cowan and Const. Angus O'Brien investigated.

Plow Hit By Train

PEMBROKE (Staff) Struck by a train at a level crossing on a township road, a township of Westmeath snowplow sustained heavy damage, Thursday, but its operator, Gordon MacGregor, 36. Beachburg. escaped without injury.

The plow was working on a road about eight miles west of Beachburg when it was struck by a CNR westbound train at Indian Road crossing. The plow was travelling south at the time.

The train struck the rear section of the truck pushing it off the tracks and moving the heavy vehicle about 12 feet. The driver remained in the cab.

The train was stopped in about 25 box car lengths.

The train, extra freight number 9098 was halted for a time for police investigation of the accident.

It was in charge of conductor , G. S. Anderson, 38 Merritt Ave., Ottawa. Engineer J. R. Jolicoeur, 73 Blackburn Ave, Ottawa. Fireman A. Hills, 61 Second Ave., Ottawa and Brakeman J. P. Labroque. also of Ottawa.

Provincial constable Ken Lepine, Pembroke, is investigating.

21/12/1954 *Ottawa Citizen**Renfrew**Carp*

Train Wrecks Tractor, Trailer of Beer Saved.

A crash involving a CNR mixed freight-train and a tractor-trailer loaded with beer at Carp last night, sent the truck driver to hospital and reduced the tractor to a mass of twisted wreckage.

The trailer loaded with several hundred cases of beer, however, was undamaged in the accident.

The driver, William Giles, of Montreal, escaped with minor injuries. He was admitted to Civic Hospital suffering lacerations to his right arm, and severe bruises. \$10,000 Loss

The tractor owned by Dow's Brewery and valued at \$10,000, was wrecked beyond repair, but the trailer it hauled did not have even its new red paint job scratched.

Though the trailer remained locked at the scene, officials believe that not even a bottle of beer was cracked in the collision.

An Ontario Provincial Police guard was posted at the scene until the truck load of beer was hauled away from the scene at midnight.

Police said that the accident happened at 6.15 p.m. at the CNR level crossing. The slowly moving freight train was travelling east at the time.

The truck driver reported that he heard the warning whistle of the locomotive when his truck was only a few feet away from the tracks.

Road Slippery

He attempted to brake but could not stop on the slippery road. Then the truck driver swung his truck in the direction of the train's travel in a futile effort to avoid the accident.

The locomotive (No. 2524) struck the tractor broadside, shoving it about ten feet before pulling to a stop.

Engineer George O'Connor, of Ottawa, was operating the engine, and Conductor J. M. Grant collision. was in charge of the train.

An Ontario Provincial Police OPP Const. Lloyd Crego investigated the accident.

21/12/1954 *Ottawa Citizen**Lachute**Thurso*

Train-Truck Crash Claims Third Victim

The death toll of a train-truck collision at a Thurso level crossing last Dec. 4 was raised to three with the death last night of Marcel Levert, 33. an employe of the municipality of Thurso.

Levert died in Buckingham hospital from injuries received; when the truck in which he was driving plowed into a Montreal - bound train at 1.30 Saturday afternoon. Dec. 4.

Two other companions, Emmanue! Lafrance and Donat Turpin. were killed almost instantly in the crash. Henri Dube, driver of the ill-fated truck, managed to jump out of the cab seconds before the collision.

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23/12/1954 *Ottawa Journal**Ottawa and Prescott**Ottawa*

Christmas Day, 1854 First Railway Train Puffed into Ottawa.

One hundred years ago Christmas Day, Ottawa received a substantial present - the arrival of its first railway train.

At 5.00 p.m. Christmas Day, 1854, the locomotive "Oxford" puffed to a halt on the east bank of the Rideau river, completing, the new Bytown and Prescott Railway Company's first passenger run from Prescott to Bytown.

Forerunner.

The railway was the forerunner of the Canadian Pacific Railway's present Ottawa-Frescott branch line. According to Dr. L. Brault's "Ottawa Old and New", the passengers on the first train alighted at the east end of the still incompletd Rideau river bridge, and were ferried across the river to Cumberland street. They then proceeded on foot to the Sussex Street Station, where they indulged in what was called in those days, a "cold collation".

The Bytown and Prescott Railway was incorporated to build a railway from Prescott to Bytown, now Ottawa.

Construction started in 1851 on the grading and structures, and by May of 1853, the company was able to execute a contract with the Ebbw Vale Iron Company, in Wales, to provide some 54,000 tons of iron rail at a cost of £10/10 sterling per ton. Payment was made in the bonds of the company, at par, and as a result, in the financial vicissitudes which later beset the company, the Ebbw Vale Iron Company, being the principal bondholder, found itself with a railway on its hands.

On January 1, 1855, the village of Bytown became the town of Ottawa and, as a result, the railway applied to Parliament to change its name to the Ottawa and Prescott Railway Company, and the Legislature of the Province of Canada passed the implementing legislation, which was given the assent May 30, 1855.

The first cost of the railway was some \$250,000, it was 54 miles long and was laid to the standard or 4'8½" gauge.

Depression Helped

A number of contributory causes, along with the depression of 1857 led the railway into difficulties, and long litigation by the first mortgage holders, headed by the Ebbw Vale Iron Company, resulted in the sale by auction of the railway and its equipment to the creditors, wiping out at one stroke all of the share capital, the amount paid in by the second mortgage holders, and a large amount of floating indebtedness. The railway emerged from the legal mill Dec. 21, 1867 as the Saint Lawrence and Ottawa Railway Company, 51 percent of its stock being vested in the Ebbw Vale Iron Company.

In the early seventies the railway completed a needed extension from what is now Ellwood, near Ottawa, to what is now Ottawa West, thus remedying the original error in locating the original railway's Ottawa terminal below, rather than above the Chaudiere Falls.

On September 26, 1885, the railway was leased to the Canadian Pacific Railway Company for 999 years as from December 15, 1881.

There are two pictures:

PIONEER LOCOMOTIVE IN OTTAWA CENTURY AGO.—A hundred years ago on Christmas Day, the first train arrived in By-town. It was pulled by the engine "Oxford", similar in type to the "Ottawa", pictured above, which was No. 2 on the Bytown and Prescott Railway. This year marks the centenary of the St. Lawrence and Ottawa Railway Company, now under lease to the Canadian Pacific as its Ottawa-Prescott branch line. This photo was made in 1861, although the locomotive was acquired when the line was completed in 1854.

THE 'LUCY DALTON' AT KEMPTVILLE

Back in the 70's the "Lucy Dalton", engine No. 9 on the St. Lawrence and Ottawa Railway, 100 years old on this Christmas Day and now the CPR's Ottawa-Prescott branch line.- —was a familiar sight. Just behind her wood-filled tender is one of the unusual side-platform baggage cars of the time.