

Local Railway Items from Area Papers - 1957

03/01/1957 Ottawa Citizen

Carleton Place

Ottawa West

ALL QUIET IN OTTAWA Tied up in the CPR's Ottawa West yards, these steam locomotives represent trains that normally radiate in all directions from Canada's capital. Now they remain silent on a side track for the duration of the strike. Visible evidence of the strike in the Ottawa Union Station is the sign, shown on the right, that says "All Canadian Pacific train's CANCELLED."

Shows 2226

03/01/1957 Ottawa Citizen

Winchester

Smiths Falls

ALL QUIET AT SMITHS FALLS

The scene above in the front of the passenger station at the Smiths Falls CPR depot Normally lined with taxis at the time the picture was taken an hour and a half after the strike deadline, the area was free of all but one car. CPR police stood guard Inside the lighted waiting room. On the right, the huge sprawling marshalling yards behind the station are a strangely quiet scene In this normally busy divisional point. Ordinarily the yards see over 50 passenger trains a day along with the same number of freights and 20 yard engines. Smiths Falls provides work for 1,800 CPR employes, all of whom are out of jobs except the express and telegraph staffs. Photo by Fred Gorman

05/01/1957 Ottawa Citizen

Winchester

Smiths Falls

May permit moving of CPR freights.

Smiths Falls. Picket lines of locomotive firemen were expected to yield today long enough to permit the transfer of two freight cars in the strike-bound Canadian Pacific Railway yards here to a track of the Canadian National Railways, a half a mile away.

The operation, probably unique in the three-day strike that has resulted in a nation-wide shut-down of the CPR, had the approval of the company and the railway union involved.

On the two cars was a shipment of materials needed by Ontario Hydro at Cornwall which had been tied up here in transit from Toronto when the strike started on Wednesday.

Included was a draft tube liner, in two sections of 11 tons each, which will be installed in a Cornwall powerhouse.

Striker in crew.

One of the striking firemen was to be in the cab of a yard engine which was to move the cars to an interchange track to be picked up by a CNR freight train.

Also in the special crew would be an engineer, a foreman and two yardmen.

The CNR was scheduled to take the cars to Cornwall via Napanee tonight.

Roy Allport, chairman of Local 391 of the Brotherhood of Locomotive Engineers here, had charge of the movement on behalf of the brotherhoods.

Mr. Allport was permitted to cross firemen's picket lines Friday morning to discuss the arrangement with A.W. Harris, superintendent of the CPR Smiths Falls Division.

Need Not Urgent.

An Ontario Hydro official at Cornwall told The Citizen yesterday that the huge steel liner was not urgently needed but its arrival would be welcomed at the project where its installation was being awaited.

Concreting and turbine-erecting crews at the site were not being held up by the delay in shipment of the liner at the present time, he said, but indicated any prolonged delay would interfere with work progress.

He said the equipment had been ordered from English Electric at Toronto.

Moving the heavy cylinder from Smiths Falls by trucks would involve serious hazards. A road would have to be built across the CPR yards here. It was considered possible that the trucks, once loaded and on their way by road, might encounter bridges that would not hold the load.

The liner is nearly 14 feet high and almost 24 feet at its widest.

Accompanied by a photo with the following caption:

There was a good possibility that striking railway union men would relent long enough today to permit this vital seaway equipment to be moved from Smiths Falls to the St. Lawrence. If this is done, the two cars shown would be the only CPR freight cars turning wheels in Canada. The 22-ton draft tube liner, in two sections, were destined for the Ontario Hydro powerhouse at Cornwall. CPR crews would move the cars a half-mile from Smiths Falls to CNR lines.

18/01/1957 Ottawa Citizen

Renfrew

Bank Street

Railroader Slips From Caiv Killed 1 A CNR yardman died this morning after he was run over and dragged by a diotel engine and four oil tank cart in the Britannia Yards near Duke Street

Orville Thomas Ryan, aged 30, of 351 Kempster Avenue, wat horribly crushed about the lower body In the accident, which happened about 9 am. He died shortly after admission to Civic Hospital.

Mr. Ryan had been riding one of the cars when he apparently slipped and fell on the rails. The diesel engine was backing up shunting the oil tankers.

The yardman was run over by several cars, then caught up In the running gear. He was dragged almost 500 feet before he came free and was again crushed by the moving train.

Spotted By Crew

The victim finally crawled to the side of the track and was seen immediately by the train crew.

Engineer Philip Button, of 9 Graham Avenue, said he felt a slight bump seconds before spotting Mr. Ryan on his side of the train. Romo Couslneau, 32 Simcoe Street, was fireman in the locomotive's cab.

A brother of the victim, Kenneth Ryan, was killed in a similar accident near the Laurier Avenue Bridge in the summer of 1954. He was also a CNR employe. The fatality occurred 50 feet east of the No. 2 switchIn the yard. It is thought the victim may have been preparing to dismount to tend the switch when he slipped.

Fellow employes tried to give the still-conscious man first aid until an Exclusive Ambulance crew arrived to take Mr. Ryan to Civic Hospital. At least one of the wheels had passed directly over his abdomen.

The accident was investigated by City Police Sgt Walter Hudson, Constables B. H. Wigmore, John Coombs and Clayton Bigras and A. A. Small of the CNR police.

Allow Railway to Drop Ottawa-Cornwall Rail Line

Cornwall January 19th The city of Cornwall was advised Friday that the Board of Transport Commissioners has approved a request of the New York Central Railroad and the Ottawa - New York Railway company to abandon the single - track line between Cornwall and Ottawa.

A copy of the board's ruling was made public by city officials.

Application for abandonment of the line was heard at Ottawa in mid-December. The board's order said the line cannot be closed before next February 15th.

Compensation for employees affected by the abandonment will be decided later, the order added.

The 57-mile railway line has been in operation more than 50 years. Some years ago passenger service between Helena, N.Y. and Ottawa was discontinued. For the past few years the line has been used only for freight service, with one train using the track daily.

Not for Highway.

What will eventually become of the abandoned railway right-of-way has not been determined. There has been some speculation the Ontario Highways Department will use the route for construction of a Cornwall - Ottawa highway. A department official said today, however, such a development is impractical and has not been considered.

Similarly, a Canadian National Railways official said his company has no plans for taking over the line for freight service purposes.

See higher prices.

The lines abandonment is expected to bring about price increases for several commodities serviced by the New York Central in the district it is expected trucking services will be used to compensate for loss of railway freight facilities.

Impending construction of high-level suspension bridges across the St. Lawrence between Cornwall and Roosevelttown, NY, was one of the leading factors in the railroad's decision to request permission to abandon the line.

An alternative system of bridges with provision for railway services would have proved too costly.

The railway also claimed it had operated the one-track freight service at a substantial loss in recent years.

19/01/1957 *Ottawa Citizen**New York Central*

Cornwall/Ottawa Railway Now Officially Abandoned.

The Board of Transport Commissioners Friday officially approved a request to abandon the Cornwall-Ottawa railway line.

The request came from the New York Central Railway and the Ottawa-New York Railway Company in the light of plans to build a high level bridge between Cornwall and Roosevelt Town, N.Y.

Railway officials say they sought abandonment in the public interest as the cost of building a bridge would not be in line with the profit forthcoming from the line.

The 57-mile link between the capital and this riverside industrial center was built more than 50 years ago. The order from the Board of Commissioners indicates that the line cannot be abandoned before February 15. An official of the New York Central stated he did not think the abandoning of the line would be complete by that date.

Still Unknown

The eventual use of the right of way to Ottawa is still unknown. Some have advocated the line will be taken over by the Canadian National, though, this is doubted as it has not been profitable for the American railroad.

Another group have speculated on building a through highway to the capital on the right of way. Highway department officials have generally brushed off this suggestion.

Price rises in a few communities in the northern towns and villages have been forecast as a result of the stoppage of service. However, few centers between Ottawa and Cornwall think the price hikes will be serious.

29/01/1957 *Ottawa Citizen**Renfrew*

TRAIN STALLS ACROSS ROAD 30 MINUTES

Supprtime traffic passing through Ottawa East was tied up for more than 30 minutes late yesterday afternoon when the crack CNR transcontinental flyer stalled on the tracks across Main Street and Echo Drive.

Despite loud spoken pro tests from scores of motorists and blaers from countless horns nothing could be done about the situation in a hurry. It was not the fault of railway officials.

The brakes of the Diesel locomotive hauling the Montreal-bound train seized up just as the train was being pulled across the two busy streets.

The engine stalled at 3.22 p.m., and at 3.46 p.m. an emergency crew repaired the brakes and the train continued on its way. About 15 more minutes elapsed before the traffic became untangled and the motorists could make their way homeward.

08/02/1957 *Ottawa Citizen**Lachute**Montebello*

\$100,000 Collision Injures 9

MONTEBELLO (Staff) A CPR freight train rammed the rear of an Ottawa bound passenger train here last night, resulting In minor iniuries to nine persons and causing more than \$100,000 damage.

The last car of the train - apparently pulling out of the local station when the freight extra overtook it-was partially derailed and heavy damage caused to the underparts of five cars.

Major Damage

A CPR official at the scene this morning said that damage would exceed \$100,000. Broken under carriages, couplings and other connections comprised the major part of the loss. All cars stayed upright.

The accident occurred in front of the railway station about 7.30 p.m. as the train No. 423, on the regular Montreal - Ottawa North Shore run - was pulling out for Ottawa.

The tracks were cleared over night and the passengers conveyed to Ottawa and other points by taxi. The train leaving Ottawa for Montreal at 8.45 a.m. today was not affected.

All of the injured were treated for bruises, lacerations and other minor injuries at the scene of the accident. It was believed that none of them required hospitalization. Dr. Marcel Menard and Roger Champagne treated the injured. Assisting with the details of arranging for alternative transportation were the station master, Raoul Lefebvre, and his assistant Gilles Gignac.

Cook Thrown

Dr. Menard said that the most severely injured was the parlor car cook, Rolland Hudon, of Montreal, who "went flying across the kitchen" when the freight train struck.

Company officials also listed these people among the injured

Passengers - Aurele Brazeau and Allen Collin, both of Gatineau, Miss A. Langlois, of St Andre Avelin, and Mrs. Eugene Carriere.

Crew members Conductor W. C. Hicks, of Montreal; Trainman Robert Chalifoux, of Laval des Rapides, Que.; Express Messenger Paul Renaud, of Rosemount. Que.; and Parlor Car Conductor Jacques St Jacques, of Montreal.

Town Asks CPR Train Continued

CARLETON PLACE (Special) Considerable concern was expressed by Town Council at their regular meeting Monday night over the intentions of the CPR to stop running train No. 555 between Ottawa and Chalk River in April. It supplies passenger and express service to Carleton Place and council asked the CPR to reconsider its decision.

In a letter to council, the CPR requested support in obtaining permission to carry express by truck so that express service would be carried on as usual. Deputy Reeve H. E. McNeely said he felt the request could be complied with, but Councillor Chester Maxwell thought that the taxpayers of the town would be against limiting rail service, especially for passengers and suggested that the CPR be asked to continue running the train.

"We probably can't stop them from taking this step anyway, so we might as well co-operate," said Councillor Bruce McDonald.

Councillor M. L. Okilman felt much the same, and added that it would be best to keep in good with the CPR because they may be able "to do us a favor some time, perhaps as regards industry."

It was finally decided that a letter be sent saying that Council had no objection to having the town's express delivered by truck, but they would appreciate consideration, regarding passenger service.

Last Train Leaves Massena for Ottawa

From the Massena newspaper

Final run of the Ottawa division of the New York Central railroad is being made today and tomorrow. The last train out of Massena left this morning at 8:45 and will return from Ottawa tomorrow.

The last crew included William A. Carson, brakeman; W. D. Sweeney, engineer; William A. Forsythe of Finch, brakeman, and L. E. Phillips, Ottawa, conductor. On hand to witness the start of the final run were F. T. Putney of Massena, trainmaster; D. W. Johnson of Gouverneur, supervisor of track; H. Bell of Massena, assistant supervisor of track, and William A. Alflee, Watertown, master mechanic.

The Ottawa division has been in operation since 1897 and for many years was operated by the old New York and Ottawa railroad, before being taken over by the New York Central.

Approximately 51 miles of track between Rooseveltown and Ottawa are being abandoned by the railroad. The twelve-mile run from Massena to Rooseveltown through Helena will be the only portion left in use.

Boxcars Roll Loose Into Parked Autos

Two boxcars which rolled off the end of a "dead" siding caused about \$1,000 damage to six parked automobiles this morning.

The accident occurred about 10.15 a.m. in the CPR's Broad Street yards. No one was hurt.

A "bump" from a shunting engine apparently started a chain of boxcars moving down the siding. The last two cars in the string were the ones which ran over the end of the rails.

All the damaged automobiles were parked close to the end of the siding. One, a 1953 model, was hit in the front, spun around and struck again in the rear; the others were grazed.

City Police Constable Andy Hanna investigated.

Two Miss Death in Railway Crash

ALEXANDRIA, (Special) Thirteen of 22 freight cars were derailed and two men narrowly escaped death in a train and tractor-collision near here last night.

The collision happened 10 miles south on Highway No. 34, at Glen Gordon.

The driver and owner of the vehicle loaded with 14 tons of baled hay was August Quintin of St. Johns, Que., who was proceeding south in the direction of Lancaster.

Mr. Quintin who told The Citizen that he didn't see the train approach, was in the cab when the train struck and dragged the truck along the track for about 1200 feet. His only injuries were a few scratches to the head. The vehicle was completely demolished.

Thrown Into Hay

A passenger in the truck, Lucien Dubois of Iberville, was thrown clear and landed in the hay which was spilled for a considerable distance. He was uninjured.

The freight train makes a daily run from Cornwall to St. Polycarpe. It's the only run made on the single-track. The accident occurred shortly after 7 p.m.

The crossway is clear and there are no buildings to obstruct the view.

The 13 derailed freight-cars remained upright. The remaining cars on the track blocked the crossway, halting traffic on the highway for nearly two hours.

Farmers in the district pulled them away with teams of horses and chains.

Tracks were badly twisted and maintenance crews, sent from Montreal last night, are expected to work on them for 24 hours.

The train conductor was Melvin Henry of Cornwall. Jim Rain of Smiths Falls was the engineer and Kenneth McNeely, also from Smiths Falls, was the fireman.

Investigating the collision is OPP Constable R. W. Cughan of the Lancaster detachment.

Last Train Runs Over Abandoned NYC Line

In the year 1897, a dream harbored by Joseph Kerrand Dr. Darby Bergin, two predominant political figures of that became a reality.

Last night at 6:45, that reality was shattered.

With a quick dot-dot-dash of the telegraph ketand a booming huff from the engine pulling its load, the 60 year old New York Central railway line between Cornwall and Ottawa ceased to operate.

What had been feared finally became a reality. The 57.9 miles of track iwhich had heard the rumblings of small and large fiiight and passenger trains will no longer be an expectation. In a few months it will not even exist.

Last night, when engineer William Sweeney, of Massena, climbed back into the cab of diesel 8304 at Cornwall accompanied by fireman Tom Leonard; brakeman William Carson; conductor L.H. Phillips, all of Ottawa, and second brakeman William Forsyth, of Finch; he left in the wake five vacant and deserted railway stations, all reminders of an era that used to be.

Newington, Finch, Berwick, Crysler, St. Albert, Embrun, Russell and Edwards all waved good-bye to an old and dear friend. Many among the eight would miss that companion of 60 years and some were beginning to look worriedly into the future hoping its abandonment does not mean hardships. ‘

201 YEARS SERVICE

Five station masters with a total years service of more than 201 years took their fingers from well worn telegraphic keys, filled out their last reports, put on their coats, turned out the lights, locked station doors and walked away never to return.

J A Hebert spread the word along the line. Hebert, station-agent at Ottawa was the first to go when the 30 car freight pulled away at 8:30 p.m.

B.A. Campbell of Russell slammed his door shut next, then Noel Durocher at Embrun passed on the word to E.H. Dubois, who tapped it into Finch. The dit-dot-dashes then clipped along the wires to Cornwall where C.B. Thompson after 48 years with the New York Central railway, holder of the lines operating lease, was preparing to bid fond adieu.

This latter affable young-spirited native of Newington first came to the New York Central railway system in 1909. He studied the business at Santa Clara, Kildare, Dickinson's Centre and Black River, all in New York state.

He returned to his native Canadian soil in 1933 when he was posted to the Cornwall station, a post he was forced to shut the door to last night.

In an atmosphere of nostalgia and memories "Charlie" said good-bye to the rambling old building in which he had spent most of his "wide-awake" hours, during the past 24 years and also freshened old stories with friends like Percy "Bud" Alexander a retired 46 year man on the Grand Trunk Western who worked from 1910 until 1917 in Cornwall for the New York Central. Their combined years of service makes a remarkable 94 years.

Reminiscing, Charlie remembered way back when four speedy passenger and two freight trains clicked over the 57 miles to Ottawa, when passengers used to line up an hour before to get tickets.

FOR OTTAWA EX

"We used to do a terrific passenger business. Why during exhibition week in Ottawa I can remember when we used to run two special trains a day".

The grass started to grow between the rails of the winding, twisting track long before anyone ever thought last night would come.

It began with the motor age, the coming of the transport truck and the four-wheeled motor powered family car. Twenty years ago the line did a business in ticket sales to a tune of between \$1,800 and \$2,000 a month. Eight years ago if its passenger service brought in \$500 a month the railway was lucky. .

The first of a series of bootings fell on August 16, 1951 when passenger service was temporarily stopped. It was resumed in November. The company then decided to keep the passenger service operating on a six month basis.

The smoke belching engine would pull its limited coaches, sparcely filled with travellers, over the track at a 30 mile an hour limit, imposed because of the line's slowly deteriorating condition.

It was said of many you could jump out and run along beside the coach, sometimes even walk. On a hot summer day one could even jump from the train, snatch a handful of pretty flowers and reboard without difficulty.

But what was slowly becoming a toy died as far as passenger service was concerned on April 24, 1954. Its passing only raised slight protest.

The gigantic \$600,000,000 St. Lawrence seaway and power project decided the fate of the line. When news reached the company's ears that officials were planning to build a new bridge across the St. Lawrence river they asked to have the line discontinued. Their request was granted by both American and Canadian authorities.

What will happen to the 57 mile long, 90 feet wide piece of land no one knows. The Ontario Department of Highways has turned thumbs down on a suggestion it turn the right-of-way into a super-highway to Ottawa and the CNR has taken a hands off attitude as far as their taking over is concerned.

With its closing some 24 Canadian employees of the American railway must either be absorbed by the company, retire or look for other positions.

Already some have been given notices that their "services are no longer required." Others however have been told a place awaits them in the parent company with the understanding they move into the United States.

Still others, and this makes up a great majority, have chosen retirement. After 48 years of service most feel it is time to settle back and take it easy.

What will happen to the stations?

Company officials have indicated they will be torn down. The rail itself will be salvaged.

Ottawa Division Runs Ended by Two Trains

The last two trains to operate over the Ottawa division of the New York Central terminated at Massena last night.

The first train was a work train which had been removing surplus materials along the right of way and picking up maintenance of way equipment. This train was operated by Ottawa Division Engineer J .L. McGregor and Fireman J .L. Smith, both of Ottawa. One of the brakemen was an Ottawa division man, Milford J. Wyman, also of Ottawa. The conductor and other brakeman were furnished by the St. Lawrence division.

The last trip of the regularly scheduled freight train from Ottawa to Massena was operated by an all-Ottawa division crew. In charge of the train was L.E. Phillips of Ottawa. Brakemen were William Forsyth of Finch, Ont. and William A. Carson of Ottawa. The engineer on the final run was the oldest engineer on the division in point of service, William Sweeney, of South Main street, Massena. His fireman was Thomas Leonard of Eastview, Ont.

The only station to be left in operation on the former Ottawa division will be the one at Roosevelttown. The Central has not petitioned for the abandonment of the section of track extending from Helena to the Roosevelttown Bridge. According to local railroad officials, this station must be kept open until some further decision is made about its discontinuance. The present agent at Roosevelttown is Mrs. Georgette Voyeur.

The New York Central has track rights over the Canadian National Railway from Massena to Helena.

Cornwall - There was work, kidding, and stark tragedy as the last train over the New York Central System made its final run over the line from Ottawa to Cornwall and Massena yesterday.

It was only a freight train, powered by an 1600-horsepower diesel engine - all that's been running over the line since the last passenger train passed over the line three years ago. But there was nostalgia in big doses all along the way.

Tragedy, too

There was work as the crew put the last train together, picked up a car here and there en route; kidding as old friends said goodbye at each station, and tragedy as retired veterans watched as the last train slowly left the Ottawa yards about 3.30 p.m.

In the big vacant Ottawa office, the telegraph key clicked extra loudly as the assistant-superintendent F.T. "Tim" Putney of Massena and auditor Dick Buckbee of Watertown watched Conductor Len Phillips check his last bills and his last train order with Ottawa agent Alfred Hebert.

The diesel's whistle moaned her last approach to Russell and agent Bernard Campbell left his office with the windows already covered by sheets of the Ottawa Citizen, came out and handed over his company books to the conductor to take to Massena.

Then it was on to Embrun where agent Noel "Nat" Desrosiers handed the conductor a waybill covering the last empty coal car to leave the Embrun siding.

Only three years ago, the railway got permission from the Board of Transport Commissioners to discontinue passenger service over the 47-mile line to Cornwall. Now the board has let the NYC drop its last remaining freight service on the line that was losing money.

Like a wake

It was like a wake. Every station was stripped of everything except the telegraph key and dispatcher's telephone. The line has lost out to cars, trucks and buses.

For the first time since the line was opened in 1892 (sic) there was no passengers, no freight, no express packages, no telegrams--

much partially obscured--

they talked to Engineer Bill Sweeney of Massena and fireman Ton Leo? Of Ottawa and brakeman Carson and W.A. Forsyth-- illegible.

"Things have changed a lot in the 48 years I've been with the road," said ?? Charley Thompson, "There used to be six trains a day over this line - and we had to hustle. Sometimes I wonder how I got all the work done - freight, express, passengers, baggage - I know I couldn't do it today."

After the excitement subsided, agent Thompson went outside in the cold wind and tacked a big sign on the door that said "CLOSED".

Pictures:

1 - Last train order.

Assistant Superintendent Tim Putney, right, watches as conductor Len Phillips, left checks train order being received by wire by Ottawa agent Alfred Hebert, for the last New York Central train to run over the 47-mile run over the line from Ottawa to Cornwall.

2 - A sad farewell

Pensioned NYC railroaders and section men gather at Ottawa station to see the last train leave. Left to right they are: John Fraser, Vince Dar?, and Dunc Baker, all veteran rail men; Russ Monaghan, section foreman, John Campbell, employe; Charles Manion, NYC veteran and Ed Berube, section man.

Standing in front of diesel No. 8304.

3 - Final run

8304 approaching Russell. Caption illegible.

4 - End of the line

Crew members of the NYC diesel engine step down - illegible.

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Caption to photo

DIESEL SMASHES TRUCK The tangled wreckage of a truck which collided with a diesel locomotive at Glen Gordon last night is hauled away while the train remains stalled with 13 of its 22 cars derailed. The truck driver was slightly hurt but a passenger, Lucien Dubois, of Iberville, Que., (inset), escaped uninjured when he was thrown into the vehicle's load of baled hay. Photo by Newton

Last of a railroad.

Cornwall Standard Freeholder.

The economic importance of the New York Central's Ottawa line was not very great, especially in recent years. The line had its value to some communities since it was their only rail link with the rest of the world but traffic was comparatively light.

Therefore the sense of loss some at least felt when the old line closed down was mostly sentimental. Quite a few of us remember the slightly battered, old coaches, the weed - grown rails and the winding track we used to ride on.

It was there that one of the first gas - electric passenger trains ran in Canada. It travelled between Ottawa and Helena, NY, for years. Usually it hauled a passenger coach, and sent it since it was a great deal like a coach itself, it looked for all the world like a train running along without an engine.

Note - there is no evidence that gas-electrics actually worked into Ottawa.

CNR Engineer Dean C. Surrill is resting at his Apolydor avenue home today after a train-truck wreck beyond his understanding. He said a tractor-trailer passed a stopped car at the Bell's Corners level crossing this morning to straddle the tracks when the East bound Continental was signalling its approach.

"I could hardly believe my eyes", the engineer told The Journal. "We didn't have a chance.

"I saw a car attached to a small trailer stopped at the crossing. The transport pulled around the car and into the level crossing. It was astounding."

Mr. Burrill advised Provincial Police of the situation as he saw it and disclaimed all responsibility for the derailment.

"I slammed on the brakes but we travelled for several hundred yards", he said. The 43-year-old engineer has been an employe of the CNR for 15 years and an engineer for eight years. Some witnesses said they I overheard the truck driver say his brakes failed and he was forced to swing around the car in a bid to clear the tracks.

Asked about it some hours later, his reply was a noncommittal "Could be!"

He said, he had been instructed by his superiors and insurance officials to say nothing of the crash.

George Burns, the fireman, said he did not realize anything was going to happen until a split second before the crash occurred.

Close to 100 in miraculous escape as train hits truck.

Ten cars spill off the track at 55 mph clip.

The CNR's eastbound Continental today knifed into a braking tractor-trailer at a level crossing on the city's outskirts, derailling a two-unit diesel and ten cars.

About 75 passengers and about 15 crew members aboard were violently shaken up. Damage was estimated at \$1,000,000.

The smash left a 300-yard tangle of wreckage and scattered cars at a crossing just north of Bells Corners.

Further Reports, Pictures C Page 7.

It was incredible that there was no loss of life or serious injury. .

Both the train and the tractor-trailer - the latter was northbound on Highway No. 15 - were heading towards Ottawa at the time of the 6.05 a.m. crash.

The train - the CNR's Continental due to arrive at Union Station at 6.35 a.m. - was travelling at about 55 miles per hour, the conductor, Daniel J. Pickett, of Capreol, Ont., told The Citizen.

Evert Bergsma, of St. Anne's, Ont., 33-year-old driver of the heavy vehicle owned by Zavitz Bros. Ltd., of Wainfleet, Ont., escaped unscathed from the accident which drew thousands to the scene.

15,000 tins of baby food.

Included among the 75 pas-sengers who were abruptly jolted out of their sleep were more than a score of wives and children who were proceeding to Halifax enroute to join their husbands and fathers serving with NATO forces in Europe. They were due to leave Halifax on the liner Scythia on Saturday.

Spread along the railway roadbed for more than 100 yards on either side of the crossing were the contents of more than 500 unit cases of canned baby food, valued at about \$4,000. The 15-ton cargo of the tractor-trailer comprised 15,000 tins of the baby food.

The crash came after the tractor-trailer came to a stop on the tracks in spite of the efforts of the driver to bring it to a halt in time. The driver blamed the vehicle's brakes for the truck's position on the tracks.

Still shaking an hour after his harrowing experience, Mr. Bergsma recounted for the Citizen

what he could recall of the moments leading up to the crash.

"I was moving along at a normal rate of speed, when I suddenly noticed the train looming up to my left. My first thought was to put on my brakes. By that time the train was practically upon me.

"But my brakes refused to work."

The driver's miraculous escape from death resulted from the fact that the train struck the vehicle near the point where the tractor section connects with the heavy trailer.

The smash literally cut the tractor, housing the driver, away from the trailer and left it practically undamaged. The cab and its occupant landed upright on the highway just to the north of the tracks. The major portion of of the tractor was located about 100 feet east of the highway on the Bells Corners side of the crossing. The other part was found on the opposite side of the crossing.

Only three minor injuries.

Injuries - all minor in nature - were sustained by only three of those on the train.

The engineer, Dean C. Burrill, of 1054 Apolydor Avenue, Ottawa, received small cuts to the face and hands but was able to go home after the mishap.

J. F. MaeLean, the baggageman, whose home is in Capreol, Ont., received a bruised arm, and William Evans, 37, a seaman enroute from Vancouver to Hali-I fax, suffered a wrist injury.

The only one to be treated in hospital was Evans who was released from the Civic Hospital as soon as he was attended to. CNR officials estimated that the arduous job of clearing the line would be completed by 6 p.m. and service would then be resumed over that section.

Meanwhile, the CNR's Super-Continental, due to arrive in Ottawa at 2.50 p.m., was rerouted at North Bay to run over the CPR line to the Capital. All CNR locals are temporarily running over the CNR's Renfrew Valley section from Barry's Bay. The crash occurred on a level crossing located on a straight, dry stretch of road about 500 yards north of the Bells Corners intersection. There was a regular "railway crossing" sign at the crossing but no wig-wag.

The scene in the vicinity of the crossing was one of wreckage and confusion born out of fantastic circumstances.

All of the cars and the two diesel engines were derailed.

Just three of the cars three sleepers and the dinette remained upright adjacent to the torn up section of track. The day coach was in a near-upright position but came to rest about 15 feet from the track.

The train left Capreol at 10.45 p.m. where it picked up passengers transferred to it from a train travelling east from Western Canada.

The transfer of passengers from the twisted cars to Colonial Coach buses for transport to Union station was completed before 8 o'clock.

There was little panic by those concerned. Mrs. H. A. Smith, whose address was given as Ottawa, and her sister, Mrs. P. J. Slaght, of Cobalt, Ont, was concerned about the body of their mother which was in a casket in the baggage car. The casket was later removed for transfer to Montreal. Other members of the crew, in addition to the conductor, Dean Burrill, of 1054 Apolydor Avenue, Ottawa, engineman; George Burns, of 571 Somerset Street, fireman; Allan Irwin of Capreol, trainman; and J. F. Mac-Lean, of Capreol, baggage man.

OPP Sgt. Edwin Richardson and Constables Ray Miller and Bill McGinnis, all of the Ottawa detachment, were at the scene shortly after the crash.

Swerved to avoid car at crossing.

Several lives possibly were saved at Bells Corners yesterday morning when transport truck driver Evert Bergsma, 33, of Wellandport, Ont., realizing his brakes were useless, swerved past a stopped passenger car rather than push it into the path of the CNR's crack Continental passenger train.

As a result of this quick-trigger thinking, the Ottawa-bound train crashed into the end of the 15-ton transport Bergsma was driving. Ten coaches were derailed but, miraculously, no one was killed. Three persons suffered minor injuries.

Statement

The driver's explanation for the crash, was revealed today by John Grace, legal counsel for Zaviti Brothers of Wainfleet, Ont, owners of the tractor trailer which was on lease to Secord Transport of Fonthill.

Bergsma's statement maintained that the truck brakes failed as he was slowing down behind the passenger car, which had stopped at the crossing for the diesel-powered train which was approaching the Ottawa suburbs at 55 miles an hour.

To avoid pushing the car into the path of the locomotive, Bergsma made a quick decision to pull out and attempt to get across the crossing before the train arrived. He stated that he knew his brakes were useless and this was his only alternative. The train was travelling at 55 mph.

This sequence of events was substantiated by train engineer Dean C, Burrill, 43, of Ottawa who said that the tractor-trailer entered the level crossing after swinging out to pass an automobile stopped for the train,

"We didn't have a chance," he said. "The truck went around the stopped car. I slammed on the locomotive brakes but we travelled for several hundred yards before the train stopped."

There was such an impact that parts of the steel siding of the truck trailer were welded to the front of the diesel cab.

Bergsma told his legal counsel that he believed there were several persons in the car which he swerved around.

Regular traffic over the damaged line was resumed at four o'clock this morning, 22 hours after the crash.

A CNR emergency crew worked continuously throughout yesterday and last night to clear the right-of-way of the 10 damaged coaches and replace 100 yards of rail and roadbed torn up in the crash. Auxiliary trains, complete with huge grappling hooks, were brought in from Capreol and Montreal,

Six coaches and the two damaged diesel units still are along the trackside but will be removed later today. All units will be "shopped" in Ottawa or Montreal for complete inspection and repair, where needed. All coaches and both diesel units will be salvagable.

Normal vehicular traffic was resumed on Highway 15 at 2.30 this morning after the last of the toppled coaches was lifted out of the way.

While the Ottawa-North Bay mainline was being put back into service all CNR trains were rerouted over the CPR mainline as far as Pembroke, then back onto the CNR line into North Bay.

The first train to resume regular service this morning was the east-bound Continental, the sister train to the one involved in yesterday morning's crash.

Ontario Provincial Police officers are back at the scene today completing their investigation, but a report will not be submitted for Crown Attorney consideration until the probe is completed.

18/03/1957 *Cornwall Freeholder**New York Central*

Rule NYC Employees Are Not Entitled to Compensation

The Board of Transport Commissioners, in a ruling announced today, holds that 34 New York Central Railroad employees who lost their jobs when the company's Ottawa - Cornwall line was abandoned are not entitled to compensation.

The company last December was permitted to discontinue service over 57.9 miles of track between Ottawa and the Canada - United States boundary near Cornwall.

The board heard last month the employees' appeal for compensation for loss suffered by the company's discontinuance of service. The 34, comprising 30 Canadians and 4 U.S. citizens, are engineers, firemen, conductors, trainmen, maintenance-of-way employees, telegraphers and clerks.

The board's opinion was written by Hugh Wardrope, assistant chief commissioner, who

presided over the hearings. Dissenting opinions were registered by Armand Sylvestre, deputy chief commissioner, and H.B. Chase, commissioner.

Although outnumbered two-to-one in the finding, Mr. Wardrope's prevailed since the

difference was a point of law and the Railway Act provides that the presiding officer's opinion carries in such cases. .

18/03/1957 *Ottawa Journal**New York Central*

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Ten Cars Of Train Off Rails 210 Passengers Escape Injury

NORTH BAY (Special) Ten cars of the westbound Canadian National Railways "Continental" passenger train were derailed just before dawn today on a lonely stretch of main line track in Algonquin Park, near Brent, 61 miles east of North Bay.

Only Shaken Up.

None of the 240 passengers aboard the train was injured, but most of them got a shaking when the cars jumped the track ripping up ties, rails and roadbed.

Six of the cars, which included sleepers, diner, and the observation car at the end of the train, were tipped over but did not fall.

A relief train was sent from North Bay at 6.40 a.m. to pick up the passengers and bring them here. It arrived here shortly before noon.

Details of the derailment were still sparse but CNR officials said they believed a broken rail caused the missnap.

The two diesel locomotives and the first eight cars of the train passed safely over the break, but the remaining ten were derailed.

Second In 24 Hours

It was the second derailment on that section of CNR line in 24 hours. Monday three cars of a freight train spilled off the track west of Brent, about six miles from the scene of today's accident. There were no injuries in the freight derailment and railway crews repaired the line in ten hours.

This morning's Continental was the first west-bound passenger train to pass over the line since that time.

The train, running from Montreal to Vancouver, left Ottawa at 10.45 p.m. Monday. The derailment occurred at 4 a.m. today, half way between Pembroke and North Bay.

Other CNR trains are being re-routed over CPR lines between North Bay and Pembroke until the derailment has been cleared and tracks repaired, possibly sometime late this afternoon or tonight.

From the air, this morning, crew men could be seen swarming about the nine cars of the passenger train which are still blocking the main line. Six cars at the easterly end were lying, some on their side, and some partly upright. The last three coaches appeared to be still sitting on the tracks.

Charmed Life (with picture)

For the second time within three weeks Daniel Pickett of Capreol has been the conductor of a CNR train involved in a wreck but, remarkably, without loss of life or injury to any of its passengers. Mr. Pickett was conductor on the Continental which was derailed on the Ottawa-North Bay mainline near Brent early this morning. On February 28 he was conductor on the Ottawa-bound Continental which hit a trailer truck at Bells Corners, an Ottawa suburb. In both cases several cars were derailed. Photo by Newton

Clipped from The Ottawa Citizen, 19 Mar 1957, Tue, Page 1

CN Train Derailed In Algonquin Park

PEMBROKE, March 1. (Staff) A broken rail near Brent, 74 miles west of here, derailed the CNR westbound Continental train at 4 a.m. today.

No one was injured

The train carried 240 passengers including, a number who boarded at Ottawa last night. Majority of the passengers were Hungarian refugees bound for the Winnipeg area. Ten cars jumped the tracks in Algonquin Nations! Park at a section inaccessible by road. Three of the cars were tilted a dangerous angle, prevented toppling over by the rest the train. Two diesel units and eight cars passed the break and remained on the tracks.

It was the second derailment of the Continental in three weeks. Last February 28, the eastbound train struck a transport at the Highway 15 crossing near Bells Corners. Ten cars were derailed. But only three minor injuries were reported.

A special train picked up the travellers at the scene of this morning's derailment and continued the journey after a delay of about six hours.

CNR spokesmen said east bound traffic, including the crack Super Continental, will be re-routed on CPR tracks from North bay.

There was little chance of repairs being made before the end of the day.

Work crews are to be flown to the scene by the Department of Lands and Forests. Others can reach the area by special train from North Bay.

Cause of the broken rail was not immediately known.

Officials were relieved that no injuries had been reported among crew or passengers.

Leading truck Convoy

Driver Dies In Wreckage As Transport Hits Train

STITTSVILLE (Staff) A transport driver died here early this morning while trapped in the wreckage of his truck which had slammed into a stationary freight train an hour earlier.

Police and fellow truck drivers worked with acetylene torches while a doctor tried in vain for 55 minutes to keep him alive.

Dead is William Young, 34, of Toronto, an employe of the Smith Transport Company for the past year.

Five-Truck Convoy

He was driving in a five-truck convoy headed for Ottawa when his 15-ton vehicle rammed the freight car which was straddled across Highway 15 in the center of this village. The crash occurred at 4.05.

The impact knocked the box car off its wheels and it landed on its side 10 feet from the track, main CPR line to Smiths Falls.

Other cars of the train, a way-freight from Ottawa to Smiths Falls, were not damaged and no one else was injured. A CPR employe, Ronnie Irving of 70 Bawsater Street Ottawa, was standing at the switch a few feet from the center of the crash.

"There was a terrific bang and a lot of sparks and I heard someone scream," he said. "I ran to the truck and this fellow handed me his watch. He said 'you better take this', but there was nothing left of it"

Second Driver

By that time, Phil Davies, of Toronto, second driver in the convoy had stopped his truck and arrived at the flattened cab. "Bill was moaning but when I asked him if he was badly hurt, he just said: 'I feel pretty numb all over; you better get me out of here.'"

Villagers who heard the noise ran to the scene and equipment was brought from a nearby garage to cut the twisted metal away from Young's legs.

Dr. Wilfried Igel, of Stittsville, gave Young sedative and police held him upright while an attempt was made to put the acetylene torch into operation.

But it was impossible to get at the wreckage while the injured driver remained in the cab and Davies hooked his truck to the damaged transport in an attempt to pull the metal apart

Attempt Failed

Young died before the operation could be completed. Dr. Igel said he could have been saved if taken to a hospital immediately after the accident.

Davies said he was seven or eight truck lengths behind his friend when Young's cab crumpled into the freight.

"He just couldn't see it in time," Davies said. "We were only travelling at about 26 or 27 miles an hour but the freight was right across the road and the wig-wag signal (which was working) was hidden.

"It was just like suddenly coming up against a brick wall in the middle of the night. There was no one signalling to us or anything."

Ed Doyle, also of Toronto, was third truck in the line. "We had stopped for coffee at Kinburn and we had changed places. I was lead driver before that" he said.

"Bill was talking about his family and about how his daughter would be after him to get her a ticket to see Elvis Presley.

"I knew he was pretty well finished when I talked to him in the cab after the crash and I wanted to ask him if he had anything to say to his family. But I knew it would be better if I didn't say a word about him dying."

Two ambulances stood by while attempts were made to free the trapped man who was bathed in the glare of a huge spotlight. Although more than 100 persons had gathered, no one spoke in tones above a whisper.

The 39-car train was dropping off the freight car of dry goods at Stittsville. The car was fifth from the engine. The truck was loaded with groceries bound for a chain store in Ottawa. Neither load was seriously damaged.

The box car, although knocked onto its side, was not wrecked and the transport's trailer also escaped serious damage. The wig-wag signal was clipped off its cement foundation and the "stop, look, listen" signs were strewn on the highway.

Highway traffic was rerouted via side roads while cranes worked this morning to shift the box car. The railway line was easily cleared by lifting the wheels to one side. The track apparently was not damaged.

George Pogue, CPR Assistant Superintendent in Ottawa, arrived shortly after the crash to begin an investigation.

22/03/1957 *Cornwall Freeholder* *New York Central*

Line Officially Abandoned

Signing of documents giving effect to the abandonment of the New York Central Railroad line where it crosses the St. Lawrence River to Cornwall was announced today.

On the U.S. side of the river, the railway has conveyed to the St. Lawrence Seaway

Development Corp. its right, title and interest to its line from the international boundary to a point south of the Racquette River bridge.

The corporation is the agency created by Congress to construct and maintain the U.S. portion of the St. Lawrence seaway.

Approval for the railway abandonment had been granted by the interstate commerce

commission and the Canadian Board of Transport Commissioners.

The Ottawa - Cornwall section of the line was abandoned Feb. 15.

22/03/1957 *Ottawa Citizen* *Chalk River*

Speedy Rail Diesel Cars To Serve "Valley" Towns

Fast-scheduled, self-propelled rail diesel cars will speed up Canadian Pacific passenger services on the Ottawa-Chalk River and Ottawa - Montreal (North Shore) lines, it has been announced in Montreal.

Frank Fortier, district passenger agent, who made the announcement said the service would become effective April 28. A Carleton Place town official told The Citizen that he has reason to believe that the CPR's "Dayliner" would replace the No. 555 and 556 trains, that supply passenger and express service to the town and district

The CPR about a month ago announced its intentions of dropping the service of the trains some time in April. The town council had expressed considerable concern over the CPR intentions.

Better Service

The town official said that merchants in Carleton Place had been approached by the CPR about a month ago and had been offered express service by truck to replace the No. 555 and 556 trains' service. "Dayliners" do not supply express service, he said.

The use of the CPR's efficient "Dayliners" between Ottawa and Chalk River will knock nearly an hour off the running time for conventional passenger trains.

"Dayliners" will leave Ottawa daily at 5.30 p.m., except Sundays, and arrive at Chalk River at 8.45 p.m. They will leave Chalk River at 1.30 p.m. and reach Ottawa at 4.55 p.m. On Sundays they will depart from Ottawa at 8.25 p.m. and arrive at Chalk River at 11.35 p.m.

71 Passengers

Schedules for the North Shore service to Montreal have not been determined yet

The type of Dayliner to be used - known as an RDC 2 - carries 71 passengers in an air-conditioned section and is capable of speeds up to 85 miles an hour. There is also a small baggage-express compartment.

The compact, stainless steel cars are also being introduced this spring on the Montreal-Sherbrooke-Megantic runs.

All three services begin on April 28, changeover date to summer schedules,

Rail Abandonment Becomes Official

The St. Lawrence Seaway Development Corporation, the Canadian Seaway Authority and the New York Central Railroad company today signed documents officially abandoning the Central's Ottawa division.

The ceremony took place in New York city. Although the official announcement by seaway officials failed to mention the price to the Central, it was believed to be in the neighborhood of \$2,250,000.

The Central gave the seaway corporation here its right, title and interest to part of the rail line from the international boundary to a point just south of Racquette River bridge, with an easement to use the rest of the trackage.

The Ottawa and New York Railway company gave the Canadian entity the same interest over the line from the boundary to the north side of Highway 2, known as Second street west, in Cornwall, Ont.

The announcement here said the "consideration" paid by the U.S. and Canada was "in proportion to the savings made by each entity as against construction cost of the Polly's Gut railroad and highway relocation." Those savings were estimated at \$3,000,000 for the U.S. and \$1,450,000 for Canada.

29/03/1957 *Cornwall Freeholder**New York Central*

Abandonment Netted NYC \$2,280,000

St. Lawrence Seaway Development Corporation officials have disclosed that the New York Central Railway Company received \$2,280,000 for abandonment of its trackage near Rooseveltown, NY, and from Cornwall to Ottawa.

The U.S. Corporation paid the NYC \$1,820,000 and the Canadian St. Lawrence Seaway Authority paid \$460,000. Payments were in proportion to savings achieved in each country through building a high level suspension bridge over the south channel of the river. This was an alternative to undertaking a substantial rail and road relocation project involving several smaller spans over Grasse River lock and Poley's Gut.

The U.S. Corporation claims a saving of \$3,000,000 through the change in plans while the Canadian Authority saves \$1,450,000.

29/03/1957 *Ottawa Citizen**Chalk River**Carleton Place*

Ottawan Jumps Just Before Train Hits Car

CARLETON PLACE (Special) Charles E. Cole, 47, of 2203 Elder Street, Ottawa, narrowly escaped serious injury Thursday afternoon when his 1954 car was struck by CPR passenger train No. 553 at a level crossing here.

Approaching the crossing after rounding a curve at the Bates and Innes Woolen Mill, his car was on the track before he noticed the train, leaving him only time to jump. The car rolled over several times and was practically demolished.

02/04/1957 *Ottawa Citizen**Kingston (CN)*

Two Trains Wreck Jeep, Driver Jumps

PRESCOTT (Special) Sandwiched between the eastbound Canadian National Flyer and a slow-moving westbound freight, a motor jeep operated by Gary Dewar, 17, of Prescott, was reduced to a twisted mass of steel, at the Edwai'd Street crossing Monday evening.

Dewar, who jumped to safety after striking the freight first, escaped with a gashed forehead and spent the night in Brockville Hospital.

The youth was driving the jeep north on Edward Street and apparently failed to notice the wigwag, or presumed that the slow-moving diesel - engined freight was not moving. His car struck about three-quarters back of the front of the locomotive and lost its left front wheel. Unable to move the vehicle, he stepped back and waited helplessly while the Montreal-bound passenger express approached five minutes later.

Trainmen were able to warn the engine crew of the flyer sufficiently to slow it down but not before the jeep was jammed between the two trains.

06/04/1957 *Ottawa Citizen**Beachburg**Smyth Road*

Train Hit Car, Driver Slightly Hurt

An Ottawa man escaped serious injury when thrown from his car as it was struck by a CNR freight train at a Smyth Road level crossing near Alta Vista Drive shortly after 6.30 p.m. Friday. The car was wrecked.

General Hospital officials said the condition of Harry Torontow, 53, of 1536 Carling Avenue, this morning was "good."

Not Badly Hurt

He suffered slight facial cuts and bruises and possible broken ribs when his auto was spun around and dragged nearly 50 feet by the slow-moving train which was headed for the Walkley Yards. He was tossed from the right door, farthest from the driver's seat

The vehicle was heading towards Alta Vista on the Smyth Road from the River Road when hit by the diesel engine. There is no electrical signal at the two-track crossing.

An air hose on the train was broken in the collision and it was held up for nearly half an hour. The train crew was made up of John Biernaskie, 490 Metcalfe Street, foreman; Edgar D. Olive, 214 Metcalfe Street, engineer; Patrick Denney, 245 Preston Road, fireman.

Constable Don Tinsley is investigating.

11/04/1957 *Ottawa Citizen**Lachute**Gatineau Mills*

Hit By Train Car Wrecked Driver Unhurt

Auguste Bartonile, 383 Char-ette Street Gatineau Mills escaped serious injury last night when his car collided with a CPR freight train in Gatineau Mills.

Driving alone in his car at the time of the mishap, Mr. Bartonile collided with the train at the Main Street crossing. His car was carried 100 feet before the train stopped.

The car was heavily damaged. Const Gaston Lavergne of the Gatineau Police Department investigated the accident

13/04/1957 *Ottawa Citizen**Winchester**Avonmore*

May Protest Move By CPR To Cut Trains

AVONMORE (Special) Residents of Avonmore and district will have an opportunity to protest the CPR's application to withdraw trains No. 29 and No. 30 on the Montreal-Smiths Falls run, when the Board of Transport Commissioners meets here on the morning of April 16.

The hearing, which was asked for by the Avonmore and District Chamber of Commerce, will be held in the CPR station.

18/04/1957 *Ottawa Citizen**Montreal and Ottawa*

Driver Unhurt As Auto Crashes Train

An Ottawa motorist watched the front end of his car being demolished by a train last night while he sat helpless behind the wheel.

David Ridge, 50, of 1680 Abbey Road, Riverview Park, crashed into the side of CPR passenger train No. 33 at the intersection of that line's rails with the Russell Road, just south of Hurdman's Bridge. He was unhurt.

Mr. Ridge told The Citizen: "I just didn't see the train and hit it. David Ridge the first coach after the engine. I had to sit there while about 12 cars went by, each ripping away at the front end of the car." An OTC cleaner, Mr. Ridge was travelling from uptown Ottawa to his home when the collision occurred. He said his late model auto was covered by insurance. The train which suffered no damage was operated by Earl Fergus of Smiths Falls. Ottawa Police Const. Bob Palen investigated.

Fear Man Fell From CNR Train

CORNWALL (Special) Ontario Provincial Police were striving today to identify the body of a man found beside the CNR tracks two miles west of Morrisburg Sunday afternoon.

The man is described a about 25 years old, and fairly well dressed. Approximately \$12 in cash, and a railroad ticket stub, dated at Toronto, was found in the clothing.

An autopsy performed at Cornwall General Hospital by Dr. William Shannon disclosed that death was due to broken neck.

So far there has been no indication of foul play.

03/05/1957 *Ottawa Citizen**Winchester*

Smiths Falls Fails To Get Trains Back

SMITHS FALLS (Staff) The discontinuance of two passenger trains operated daily by the Canadian Pacific Railway between Smiths Falls and Montreal was not opposed by the Board of Transport Commissioners.

In a telegram received by directors of the Smiths Falls Chamber of Commerce yesterday, the board stated that Its investigation "did not disclose sufficient reasons" to warrant asking the CPR to keep the "unprofitable" trains in service.

The trains, Nos. 29 and 30, were discontinued on April 28 except between Vaudreuil and Montreal. The Chamber of Commerce was among civic groups protesting the move. The municipal council and Retail Merchants Association also filed objections.

03/05/1957 *Ottawa Citizen**Carleton Place**Stittsville*

Blame Divided

neg:igence Suggested In Crossing Fatality

A CPR lawyer blasted Assistant Crown Attorney Dan Chilcott at a coroner's inquest Tuesday after Mr. Chilcott suggested to the jury that there had been some measure of criminal negligence in connection with a fatal accident involving the railway.

The jury was inquiring into the March 21 accident which took the life of William Thomas Young of Toronto. 37-year-old Smith Transport driver whose truck slammed into a stationary box car at a CPR level crossing over Highway 15 in Stittsville.

The jury found that the deceased and members of the train crew contributed to the cause of the fatality by not taking proper precautions.

Young died shortly before 5 a.m. roughly an hour after the crash while would-be rescuers tried vainly to free him from his crumpled cab.

Some Negligence

"I think there is some negligence in this case of the type that is criminal," Mr. Chilcott said.

"I don't know who should be charged or who is negligent . . . and although it probably won't go any further than the four walls of this court, I would like to suggest that the jury recommend that box cars have white luminous stripes running the length of them and possibly also a flasher," he said.

Witnesses testified that an unlighted "railway crossing sign 500 feet from the tracks probably was the only warning visible to Young. They said a wig-wag signal on the east side of the tracks had been hidden by the halted car.

The weather at the time was described as "misty" and driving conditions as "poor.

"Normal Procedure"

Members of the five-man train crew told the court the box car normally would be across the highway for only 30 seconds. They said it was "normal procedure" to carry out the operation of dropping off a box car without stationing a man on the highway to warn drivers.

G. C. Butterill, of Toronto, a solicitor for the CPR, said "this is the only inquest I have attended at which the crown suggested any thought of a criminal charge to the jury. I think it is very much out of order."

The verdict said "it is the opinion of this jury that the transport driver should have been ready to stop before going over the crossing if necessary; we also believe that the .box car should have been stopped clear of the crossing until the signal was given by the flagman.

We further recommend that at all level crossings in villages, towns and cities, trainmen should be stationed at the crossings to warn all traffic during shunting operations and that signal devices should be installed in such a manner, that they should be visible to all traffic.

"In this accident we hold that the deceased and members of the train crew contributed to the cause of this fatality by not taking necessary precautions."

The inquest was conducted before Coroner Dr. C. D. Wallace of Richmond.

09/05/1957 *Ottawa Citizen**Carleton Place**Woodroffe Avenue*

Cub Master Saves Tots From Train

A Woodroffe cub master's risk of life to save three small children from certain death at a west end railway crossing will be investigated by the district headquarters of the Boy Scout Association for possible commendation.

Frank Steele, 47-year-old father of six and cubmaster of the 37th "A" Cub Pack, St. Martin's Anglican Church, related to The Citizen today how he pushed three little girls, two about six years old and the other about two, out of the path of a speeding CPR freight after the children froze with fear at the sight of the approaching train.

The youngest child was being pushed in a go-cart which became wedged between the tracks and ties. When they heard the train bell and whistle the two older girls panicked and tried to push the jammed go-cart out of the way, not thinking to lift the baby out of the vehicle and run to safety.

Runs To Help

Mr. Steele, who had stopped his car at the Woodroffe Avenue crossing for the train, noticed the children and immediately ran to their help. He pushed the older girls down a slight embankment then lifted the go-cart and baby clear just as the speeding locomotive rushed past.

In the excitement Mr. Steele neglected to obtain the names of the children but he did give them a severe reprimand about trespassing on the railway tracks before he returned to his car for a slight case of aftermath jitters.

"It was a close call," he admitted. "I guess the train was only 300 feet away when I got the baby and go-cart out of its way."

Mr. Steele lives at 30 Pine Street and is a house painter by trade.

09/05/1957 *Ottawa Citizen**Prescott**Prescott*

Transport knocks train from track.

Prescott - A transport driver escaped with only minor injuries when his truck struck a CPR train at a level crossing on the Prescott Bypass and derailed three cars at 9.40 p.m. Wednesday.

William Conlin of Oshawa was treated at the Brockville Medical Clinic after his truck slammed into the 13th car of train 592, combination freight and passenger bound from Ottawa to Prescott.

The eastbound truck knocked the car nearly 100 feet and the impact severed the railway track.

The transport's cab was wrecked and the trailer section suffered damage estimated at \$2,000. No estimate of damage to the train - 20 freight cars, a baggage car and a coach- was available.

Engineer of the train was Gordon Allen of 1084 Gladstone Avenue, Ottawa, and the Conductor was F.G.Cope, also of Ottawa.

There is no wig wag signal at the crossing.

From Bruce Chapman #592 had G5 1265 for power.

Loud Radio, Inadequate Signs, blamed for Death at Crossing.

At an inquest last night into the (leve)-eroding death on May 4, of Mrs. Rita Aubry, 42, a coroner's jury strongly recommended that warning signs should be installed immediately at the Billings Avenue crossing where the tragedy occurred.

In its findings the jury also expressed the view that the fatality might have been averted had the car's windows been open and the radio turned down.

Mrs. Aubry died when the small European car driven by her husband, Jean Sylvio Aubry of 38 Somerset Street West, the driver, and her son John, 7, was struck by a CNR diesel freight locomotive at the Billings Avenue crossing. Her skull was fractured when she was thrown from the vehicle after it struck a railway warning sign following its collision with the train.

John Aubry testified that the car's radio had been "pretty loud" just before the crash. Other witnesses commented on the lack of adequate crossing warning signs and said only two signs exist quite close to the double tracks. Another warning had stood back about 300 feet but had fallen down nearly three years ago and wasn't replaced. They testified that the train's whistle was blowing before the collision.

In its verdict the jury mentioned the radio's volume, but added that "in view of increased population in this vicinity (Billings Avenue) it is recommended that railway crossing signs should be installed at both ends of the crossing indicating that there are two tracks ahead."

Assistant Crown Attorney Dan Chilcott questioned witnesses and Coroner Dr. Harold Dover presided at the inquest.

29/05/1957 *Cornwall Freeholder**New York Central*

Dismantling of Rail Line is Protested

City council last night approved unanimously a motion to protest the dismantling of the former New York Central line between Cornwall and Ottawa.

The Industrial Committee will make a personal visit with officials of the Canadian National Railways to protest.

Alderman Stanford said that: "We have been informed that CNR intends to dismantle the line for salvage. We stand hard to lose if this program is carried out," he said.

"Our main reason for protesting is that CPR freight from the west has to go way east of here, be transferred and sent back. Also there is the remotest possibility the CPR may have some trouble keeping their present line in operation here," he said.

"The freight rate difference is fantastic. One Cornwall industry is paying \$200,000 a year because of this difference. This firm is so worried it is seriously thinking of moving section of plant elsewhere for better rail facilities," he explained.

"We can't really say we are being serviced by two rail lines. Part of our planning with regards to port facilities depends on this line to move freight north into the Ottawa Valley," he said.

29/05/1957 *Cornwall Freeholder**New York Central**Crysler*

Crysler Protests NYC Railway Abandonment

The Chrysler Chamber of Commerce has sent a letter to all parties concerned with the abandonment of the New York Central's Ottawa - Cornwall line, asking that either service be restored or roads in the area improved.

The Chamber feels that either the Canadian Pacific or Canadian National should take over the line and start service between Cornwall and Ottawa. Failing this, they ask that trucking service be improved through better roads.

In the letter sent to the Canadian Seaway Authority, the New York Central Railway, the Board of Transport Commissioners and members of both the provincial and federal houses, the civic action committee of the chamber "calls the trucking service to the Stormont town "sporadic".

It also claims as much as "two-thirds of the shipments" given to truckers for delivery in the area are received in damaged condition.

The letter notes that Chrysler is 15 miles from Highway 31.

"Ten miles of this," the letter continues, "is poor gravel road which is frequently blocked by snow in the winter and is flooded and impassable each spring for a period of ten days to two weeks; "

The chamber says that many of the firms in the area have had private sidings on the New York Central and will have to take a smaller profit margin as a result of having to truck such products as coal, grain, cement and lumber to the town.

Turning to the report of the Board of Transport Commissioners on the abandonment of the line, the letter says "the report covered the additional transportation costs which the people of this area will have to pay in three lines."

The chamber feels the area communities will be penalized severely with respect to the acquisition of new industry. The letter agrees with the board, however, that the needed expenditure of \$9,332,000 by the Seaway for a new railroad bridge and approaches was not warranted in the light of the fact that the line had been losing money for the past several years.

"However, we had hoped," the letter states, "that the Board would recommend some alternative by which this railroad would be kept open since its closing will retard seriously the growth of a large area of Eastern Ontario."

Citing the outright purchase of approximately two miles of the New York Central line between the Roosevelt International Bridge and Roosevelt town the letter says the chamber feels the Canadian Seaway Authority "is morally obligated to view favorably our request and bring action upon it."

The letter is signed by S.L. Begg, president of the Chrysler Chamber of Commerce; F. Bourdeau, councillor, the Village of Chrysler and Kenzie McGillivray, reeve of Finch township.

Noting that both the cities of Ottawa and Cornwall were against the abandonment of the line, the committee says the Canadian Pacific or the Canadian National would gain a direct route from ships coming up the St. Lawrence Seaway to the nation's capital.

In the case of Canadian Pacific it would give the railway "an alternate route into Ottawa" as well as the other advantages", the letter notes.

In the case of Canadian National the Chamber feels that the line would give the CNR "an alternate route to the Seaway area" as well as the other advantages mentioned before.

In any case the Chamber indicates that the trucking services as they are now constituted are not satisfactory and says that they necessitate the drivers waiting at destinations while goods are checked, no claim being allowed otherwise;

While the line was officially abandoned last February 15, no move has been made yet to tear up the tracks or remove signals and other equipment.

In its application to abandon the line the NYC noted that it had been losing "hundreds of thousands" of dollars annually, on this portion of its track. Formerly the line had a profitable passenger service between Ottawa and St. Helena, NY.

A recent announcement in the U.S. press indicates that the railway was paid \$2,280,000 for the abandonment of the 57 mile line.

For the past few years the line has been under a 30 mile per hour limit due to the condition of the right-of-way.

At one stage shortly after the abandonment was announced, there was speculation that a Cornwall to Ottawa highway would be built on the right-of-way. However officials of the provincial Highway Department have stated they are not interested in the 57 mile long stretch of property.

Train Breaks Truck In Two, Driver Unhurt

A train-truck level crossing smash tore a truck into two pieces but left its driver unhurt Wednesday evening.

James T. Willmott, 26, of 138 1/2 Forward Avenue, driving a heavy dump vehicle, started to cross the CPR tracks at Scott Street and Hinchey Avenue about 6.30 p.m. A freight train. In charge of engineer Harry Alexander, 62, of 44 Bayswaler Avenue, struck the machine.

The heavy box was ripped loose and dropped on the pavement at Hinchey but the truck itself remained upright. Damage to the truck was \$700. The train was undamaged.

Constable Bill Lupiano of No. 2 Station investigated.

Level Crossing Crash

An elderly Ottawa man is in satisfactory condition in Civic Hospital after the truck in which he was a passenger was struck by a CPR train early last night.

Simeon C. Silieff, 76 of 60 Lebreton Street, suffered a fractured collar bone and left wrist, when the truck being driven west on Gladstone Avenue by Joseph Litenchuck, 60, of the same address, was struck by the train at the level crossing just west of Preston Street.

The train which was travelling north, was operated by Engineer Kipling Casselman, 46, of 51 Pinehurst Avenue. The heavily damaged truck was thrown about 30 feet by the impact. Witnesses said the crossing's wig-wag signal was in operation at the time.

Despite his age, Mr. Silieff is not in serious condition and Mr. Litenchuck was unhurt.

Constables Bill Lupiano and Kenneth Walker investigated.

Work Crew Starts Removing N.Y.C. Tracks**Two Gangs Tear Up Old Line**

A 100-man C.N.R. work gang began the task of tearing up steel on the abandoned New York Central Railroad just south of neighboring Crysler this morning.

Irate residents of Crysler, Berwick and Newington, towns formerly serviced by the line, are reported to be bitter over losing their only railroad - though rumours originating out of that area hint that C.N.R. plans to lay heavier steel in place of the rails being lifted. According to the rumours, C.N.R. plans to replace the rails and operate a line through the district.

Last train over the 57.9 miles of track was at 6:45 p.m. on February 14. Prior to that, the line had been in operation for sixty years. It serviced the communities of Newington, Berwick, Crysler, Embrun, Russell, and Edwards and was constructed in 1897 largely through the efforts of two prominent politicians of that era, Joseph Kerr and Dr. Darby Bergin.

The line was purchased by the C.N.R. just a few weeks ago. C.N.R. officials announced at the time that they planned to tear up the rails and use them elsewhere.

Plans for tearing up the line call for two work gangs to take part in the project, with one force working from Crysler to Cornwall and the other from Crysler to Ottawa. Crysler is the halfway point between the two cities. The job is expected to take several weeks to complete.

A 20 car work train with a derrick and 100 men arrived in Crysler yesterday afternoon.

The train was first to go over the line since its official close, but it is believed that worktrains will be operating on the line occasionally from now on, as the steel is removed to C.N.R. property in Cornwall and Ottawa.

The work train is one pulled off the recently completed C.N.R. division line west of Cornwall, which rerouted the line for the St. Lawrence Seaway Project. It contains sleeping and boarding accommodations for the force, most of whom are from Cornwall. It is not thought that any local labor will be employed on the project.

The second gang, which will work on the Ottawa half of the project, is expected to arrive in the area shortly.

Good railroad ties are also being salvaged and will be taken to Cornwall along with the steel.

Many of the linesmen and station agents employed on the line have since been given employment with the New York Central in Quebec province and in U.S. points.

E. Dubois, former agent of Crysler, is now employed at Chateauguay, Que., while Noel Desrosiers, formerly of Embrun, is now agent at Massena.

Protest Track Removal But CNR is Adamant

Protest mounted today as the CNR continued the job of dismantling the 57-odd mile NYC track between Cornwall and Ottawa.

A last minute appeal by a delegation of city councillors to stop dismantling of the line for scrap purposes failed.

The delegation met with CNR officials Wednesday at Montreal. They were told that the CNR had already begun the job of demolition and they intended to continue.

They squashed any rumors that the CNR intended laying a new and stronger track, stating

that: "If, in the future, there is enough traffic to warrant the laying of a new track we might consider it. But we have no intention of reopening the line now.

When we bought it we purchased it purely for scrap and nothing else.

"We believe Cornwall is being well serviced by present railway operations in the area and that the present track can meet any of today's business," the delegation was told.

The CNR purchased the line and the right of way a few weeks ago. They put a 100 man work gang on the job of ripping up the old track, laid down in 1897 largely through the efforts of Joseph Kerr and Dr. Darby Bergin.

Last train over the 57.9 miles of track was at 6:45 p.m. on Feb. 14. Prior to that the line had been in operation for sixty years. It serviced the communities of Newington, Berwick, Crysler, Embrun, Russell and Edwards.

All of these communities have bitterly protested first the relinquishing of the line by the NYC and now the dismantling of the track by CNR.

Rumor Saturday through the 57.9 mile area was that a new track would be laid. This was squashed by the CNR.

Cornwall's industrial commissioner William Coventry told the Standard-Freeholder this morning the loss of the track will be a "serious" blow to future industry and also to Cornwall's plans to become a gateway to Eastern Ontario.

"We require this track for our future docking facilities. It supplies us with a direct route to all those lines going west," he pointed out.

Alderman Stanford explained that the CNR's refusal to discontinue demolition was more or less a direct stand.

"They just told us they were going to continue to rip up the track and that was all there was to it," he said.

Small communities serviced by the track claim they face hardships, mainly in transportation of important goods to and from the area.

Hardest hit are fuels, mail, package and large freight.

Train Crashes Truck, New Canadian Hurt

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

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

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

Mixed Up Trains

The other train was standing facing east on a siding some 500 yards west of the crossing.

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

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

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

Many Sad as Old "485" Makes Last Daytime Run

By Cliff Knapp Staff Reporter

Engineer Glen White pulled his huge frame up into the cab of old steam engine 485. A second later his round, pleasant face smiled down through the open window.

"Better climb aboard" he grinned good naturedly, "We're five minutes late now - don't want to make the last run behind time".

Several passengers and a couple of interested photographers then climbed aboard the Kingston and Pembroke's single passenger car for a final ride on the railway line that began operation in 1876 between Kingston and Sharbot Lake.

To the people passing on Ontario Street Saturday morning there was nothing unusual about old 485. Every morning (except Sunday) for a generation or more she has waited in much the same way. The freight car was loaded, the mail car was squared away, and the small handful of passengers filed aboard the passenger car, usually located at the end of the train.

But to the people on this trip there was something different. One could sense the historical significance of the run.

Railway officials point out that while Saturday marked the last regular daytime run of the K and P the night service will still carry passengers as well as freight --- but no mail. The night train will leave 8.30 DST as in the past.

At 11.30 a m (only five minutes past the scheduled time) the whistle screamed its farewell, the steam forced its way into the cylinders, and the tired wheels of 485 began rolling for the last time toward Sharbot Lake.

At the freight yards near Anglin's coal dock the train jerked to a stop to allow brakeman H. J. Coyle to jump off. Mr. Coyle came into Kingston from Sharbot Lake on the early morning freight run. As the freight run will continue Mr. Coyle's job will not be changed, as will the jobs of the actual crew members.

Once again the engine tugged forward and the small train started down the single track, hissing and puffing and continuously swaying from side to side.

* * *

With clack, clack, clack ticking off the track sections toward the first stop, Glenvale, the passengers restlessly settled into their leather-covered seats. The wide open doors at either end of the car allowed a steady stream to play through the 80-degree temperature.

Conductor G. Gill appeared from the mail car immediately in front of the passenger section and swayed down the aisle, pausing here and there to punch a ticket. At the end of the car he pushed his hat back, wiped the perspiration from his brow and sat down at a special work table at the end of the car.

How did he feel about the last run? He was sorry to see the train being discontinued he admitted. In his eleven years with the line he had grown to like the picturesque run. He had many friends along the way, mailmen, store owners and farmers.

"I think the run would have paid for itself if it has been advertised properly", he said in deep tones, making it quite apparent that he had given a great deal of thought to the statement.

"The summer run would have been ideal for picnickers", he continued. "The train stops at Tichborne at 12.15 on the way to Sharbot Lake and again at 3.15 on its return to Kingston. Any Kingston family wishing to escape the city heat could spend these three hours swimming and resting the shade in the beautiful Tichborne countryside".

He paused for a moment, shook his head, and bent down over his work without further words.

Some of the younger passengers darted about, unbothered, up and down the aisle. Two or three of the older ones stepped back on the observation platform, taking full advantage of the cool air that rushed through the open end of the car. They gazed back over the tracks and watched the beautiful green countryside disappear behind them.

Perhaps the most colourful of the passengers was Thomas Roberts. Mr. Roberts, who lives at 94 Sydenham Street in Kingston, was retired a year ago last April after serving 32 years at the CPR roundhouse in Kingston. Claiming to me [be] the last one of the old gang out at the shop. He said he could recall working around engines from the Kingston and Pembroke run a good many times in his 32 years with the company.

The very congenial and versatile Mr. Roberts then, tired of talk, pulled out a colourful "squeeze box" and shortened the miles by playing and attempting to sing several numbers which an old song with the words ---"the run away train came down the track, parlez vous...etc". The crew and the passengers joined in some of the more popular selections.

As the journey ended everyone agreed that Mr. Roberts, who had come along on the last trip "for sentimental reasons" had added a great deal to the spirit of things.

Mr. Roberts was not the only one to take the last ride simply because it was the last ride. Howard Dixon of Sunbury and his brother Denzill who teaches accounting at Kingston Business College had promised their children that one day they would ride the K and P to Sharbot Lake.

"This was the time," they laughed.

Tommy, 13, Trevor, 11, and Steve, 7, --- all Howard's children ---, as well as Denzill's six-year-old Dennis, all seemed to be enjoying the trip.

Dennis' older brother, Paul, was busy playing Little League Baseball on Saturday, but was promised a ride on the Sharbot Lake to Pembroke run at a later date. Mrs. Harold McEwen, wife of a section man operating out of Tichborne, along with her daughter, Gail, was also along for the last ride.

When asked her thoughts on the closing down of the Kingston to Sharbot Lake run, she answered very quietly. "It's going to be terribly hard on the women along the way. They used to take the train to Kingston on market day."

"I've more or less relied on the train for the past 17 years," she said. "I'm going to miss it".

This seemed to be the feeling of all the passengers. Although one elderly little lady from Toronto who declined to give her name left some doubt.

Sitting majestically erect in a deep purple dress and a hat with a veil, she snapped out her words: "I used to travel over this route 50 years ago. I was born in this area and I used to travel to and from Kingston many times. The service is just the same now as it has been for the last 50 years, If the company had catered a little more to the public we wouldn't be making the last run now."

Although she didn't say it, a tear moistened her sharp old eyes showing that she was perhaps more sorry the K and P had ended its days. Neither did she explain she was down form Toronto on the old train's last run.

A sharp blast of the shrill a sudden slowing down announced that the train was making the first stop. Glenvale was very quiet. A small bag of mail was picked up and two passengers climbed from the train. Mrs. Mary Beckingham and her son, Peter, had come up from Kingston to visit her sister, Mrs. James Richards, at Glenvale.

She revealed though that she timed the trip to coincide with the last run. As she waved to the crew from the platform the train moved forward into a cloud of white steam toward Harrowsmith.

When 485 shunted to a stop at Harrowsmith, another passenger, Mrs. Lester Snider, of Victoria Terrace, Montreal Street, hurried off the car to the tune of "Let Me Call You Sweetheart", played by Mr. Roberts on his accordion. Mrs. Snider planned to spend Saturday with relatives. She agreed that the train had been convenient and said she was sorry to see it go. She stood for several seconds on the platform as the train disappeared down the track.

So old 485 continued toward its destination, past Hartington, past Verona, stopping at these places only long enough to say hello to one or two store keepers and to pick up the mail.

At Godfrey the train stopped to let Mary Elizabeth Hickey off. Miss Hickey works at the Tiny Tots Nursery in Kingston and rode to Godfrey to visit her parents. This pretty young woman's only comment at the discontinuance of the passenger service was: "It's awful".

The passengers were allowed to get off the train to stretch at the next stop, Tichborne. They stretched and stretched and stretched.....for three-quarters of an hour while the train took on coal and.....[available text ends here]

Photo caption :

CONTRARY to some reports, the K. and P. railway, which runs from Kingston to Renfrew, is not closing down, but on Saturday it made its last daytime passenger run, Kingston to Sharbot Lake. These pictures show incidents of what was "the last trip" along the line below Sharbot Lake. Top: Engineer Glenn White waves goodbye from his engine cab. Centre, left, how Kingston looked from the cab as Engine 485 started its "farewell" journey and centre right, gay tunes are provided by Thomas Roberts, who retired last year after 32 years at the roundhouse here. Bottom, the train crew, from left, J.Lawless, G. Harris, E. Degracey, Engineer G. White, Conductor G. Giff and C. Orr

18/06/1957

Kingston (CP)

Kingston, June 16. Kingston and Pembroke Railway Co. has closed down 86 years after its inception. The service was discontinued Saturday following the return to Kingston of the last scheduled train from Sharbot Lake.

The company, for half a century a subsidiary of the Canadian Pacific Railway, was chartered in 1871. Its first section spanning the 46.8 miles to Sharbot Lake was opened in June, 1875

There were subsequent extensions to Snow Road and to Renfrew with spur lines serving the Martele iron mines and those at nearby Zanesville.

The K and P line was in receivership in 1894. But it I organized four years later and in 1903 passed to the CPR. The Bay of Quinte Railway enjoyed trackage rights over the Kingst line until 1913.

Before the First World War the Kingston service consisted of a daily passenger and mixed train each way with an extra mixed service as far as Sharbot Lake. The Canadian Locomotive Co. Kingston, built the Kingston company's 11 locomotives. Records show the line's inventory when the CPR took over included seven passenger cars, 50 flat cars and 20 box cars.

Captions to three pictures.

One of Canada's oldest railway lines was discontinued Saturday when CPR trains 612 and 613 from Kingston to Sharbot Lake and return made their last runs. Train is shown leaving Kingston, with freight, exprss, mail and passenger cars. Conductor George Giff of Smiths Falls had little passenger business to handle. He was kept busy though with waybills, manifests, etc. of mixed cargo.

Train 612 pulls into the deserted station platform at Shatbot Lake 46 miles north of Kingston. Train connected with CPR local train from Toronto and

Montreal. The Kingston & Pembroke Railway Co. (later known as the Kick and Push) was chartered April 14, 1871, and line from Kingston to Sharbot Lake opened June 17, 1875.

21/06/1957

Eganville Leader

Tramway

Dominion Rock Products

Shane Lime Works Change Ownership

The Shane Lime and Charcoal Company of Eganville have disposed of their interest at their Fourth Chute Plant. On Saturday, June 15, the Carleton Lime Co. of Carleton Place assumed new management. Their representative is Mr. S.J. Neilson. Mr. WJ. Shane will continue in charge of the plant and his brother, Mr. Douglas Shane, will be associated with him.

This plant, which has been known as Shane's Lime Kiln, was originally formed by the Standard Chemical Co. of Toronto in 1913, and was located just below the village limits, with the late John Shane as foreman. In 1923, Mr. Shane and his sons acquired all the interests. They also owned the Charcoal Plant at Kearney, which was dismantled in 1943.

For 34 years the plant has been in operation, employing 17 men or more, and running two or three kilns to keep up with the ever-increasing orders. When the deposit of limestone became exhausted at Eganville, the Shanes acquired the splendid layout of the Dominion Rock Products, halfway between Eganville and Fourth Chute, acquiring also an almost inexhaustible supply of rock, sufficient to guarantee the continuity of operations for years.

02/07/1957

Ottawa Citizen

Chalk River

Rhoddy's Bay Road

Three Jump Before Train Strikes Car

RENFREW (Special) An Ottawa woman and two boys - one from Ottawa - narrowly escaped injury when a train hit their car seconds after they had jumped from the stalled vehicle about 10.15 Sunday morning.

The near tragedy occurred on Rhoddys Bay Road which is about two miles west of Braeside, Ont. Braeside is about 70 miles west of Ottawa.

Mrs. D. R. Fraser of 337 Elgin Street, Ottawa, was driving the two boys one her brother John Collins, 17, of St. Catharines. Qnt., and John's friend, Michael Mcloche, 14, son of Mr. and Mrs. F. G. Meloche, of 51 Strathcona Street, to mass when the car stalled on the Canadian Pacific Railway tracks.

Train Approaching

The police reported that Mrs. Fraser could not get the car started again and an unidentified witness standing nearby called to the occupants in the car to jump as a passenger train was approaching. Parts of the car were scattered for about half a mile.

The boys were spending the holiday weekend at a summer cottage owned by Mr. and Mrs. Fraser at Rhoddys Bay, Ont

The engineer of the CPR train No. 80, eastbound to Braeside, was H. MacDonald and the conductor was J. L. Smith, both of Smiths Falls.

W. G. Milton of the OPP detachment of Renfrew investigated.

02/07/1957

Ottawa Citizen

Brockville

Smiths Falls

Man Killed By Train At Crossing

SMITHS FALLS (Staff) A 27-year-old ward supervisor at the Ontario Hospital School here, George Hamilton, of RR 2, Merrickville, was fatally injured Monday afternoon when his car was struck by a diesel-powered Canadian Pacific Railway passenger train at a level crossing near the southeast limit of Smiths Falls.

Hamilton died of a fractured skull and brain hemorrhage shortly after he was taken from the wreckage and brought to Smiths Falls Public Hospital by Amy Ambulance.

Police said Hamilton was driving alone south on the Smiths Falls-Jasper Road when the right rear of his 1952 Ford was struck by Brockville-Ottawa passenger train No. 562 as it headed into Smiths Falls.

The impact spun the car around once and sent it skidding into a shallow ditch on the east side of the paved road south of the crossing. It came to rest on its wheels, facing the tracks. The roof was nearly sheared off.

In charge of the train were Conductor Jack McNally and Engineer H. G. Alexander, both of Ottawa. Others in the crew were also from Ottawa.

16/07/1957

Ottawa Citizen

Kingston (CN)

Rail route to Iroquois to open July 21

Cornwall - CNR officials have announced that beginning July 21 all trains will operate over the 40 miles diversion route from here to Iroquois.

No special ceremony is planned to mark the occasion which will see the longest piece of main-line double track laid in Canada for some time put into use.

The first passenger train to run over the new line will be No. 17 from Montreal - the "Overnight Sleeper" to Toronto that passes through Cornwall at 12.37 a.m. Standard Time.

No changes in the CNR's present timetable is expected. The line financed by Ontario Hydro and built partially by the CNR itself includes 18,300 tons of lighter rail.

A total of 411,000 cubic yards of highgrade ballast was used.

19/07/1957 *Ottawa Citizen*

Chalk River

STEAM MAKES COMEBACK ON RAIL RUN

PEMBROKE (CP) Business has been so good that the Canadian Pacific Railway has had to take its new train off the 130-mile Chalk River-to-Ottawa run. It puts its older, but more commodious, locomotive-drawn predecessor back into service.

The CPR started Dayliner service from Deep River two months ago. Passenger traffic grew so heavy that another unit was sought.

When added equipment was found unavailable, back on the line went the old locomotive-drawn train, and off went the Dayliner.

The Dayliner, a fast, single-unit train, seats 90 passengers. It has been filled with standing passengers on most of its trips.

CPR officials said the Dayliner will go back into operation once extra equipment is available.

22/07/1957 *Ottawa Citizen*

Prescott

Heron Road

Two Escape When Train Rams Auto

Two Ottawa men escaped injury when their car was struck by the CPR Ottawa-to-Prescott train at the Heron Road crossing at 7.30 p.m. Saturday. The car was damaged to the extent of \$350.

Aurel Gurmond, 21, 7 Monk Street, and his passenger John Lewis, 18, of 2418 Clementine Avenue, told police they were talking in the car and did not hear either the whistle or bell of the oncoming train.

The engine struck the left front end of the vehicle, sideswiping it. In charge of the train were Conductor Alfred Price and Engineer C. Robertson. They said both the whistle and bell of the train were sounded for the crossing.

22/07/1957 *Ottawa Citizen*

Alexandria

City Railwaymen Hold Mixed Opinions As Lightweight "Aerotrain" Displayed

By Lucien Lapsinte, Citizen Staff Writer

Mixed opinions were expressed about the new General Motors' Aerotrain as it wheeled into Union Station Saturday morning after an evaluation run organized by General Motors for CNR officials and Ottawa newsmen.

Of American design and construction, the new lightweight, low-cost 400-passenger train left Montreal at 8.30 a.m., met the Ottawa group in Alexandria at 9.40 and arrived in Ottawa at 10.30 a.m.

CNR officials aboard the small 40-passenger wagons did not appear overly impressed. They are testing the Aerotrain as part of a CNR program to keep abreast of all new railway developments and acquaint engineers and operating officers with the performance and qualities of new passenger equipment under Canadian conditions.

Though its cost is less than half of the price of a normal train, its comfort is far from comparable to our present standards. Actually a bus on railroad wheels, the wagons are small and extremely light. There is but one washroom in each wagon. An elderly lady probably could not walk from one wagon to another without help while the train is speeding along, it was suggested.

G. T. Dunn, CNR superintendent, Ottawa Division, said after the trip he would "like to see" the train operate under Canadian winter conditions. Since the wagons or diesel locomotives were not interchangeable with our standard trains and locomotives, he continued, the purchase of this train would mean the erection of new service centers with new tools and new parts throughout Canada where the train would be used.

Another point mentioned by Mr. Dunn was that the whole train had to be turned around after reaching its destination: the wagons are not reversible.

The train is hauled by a 1,200-horsepower single-unit diesel locomotive of radical exterior design. The short four-wheel cars ride on air-spring adaptations of GM's 40-passenger intercity-type bus body. The standard bus body was widened to provide more aisle space and lengthened by adding vestibules and a washroom.

The train's lower center of gravity permits it to maintain a high average speed. The cars are air-conditioned and bus-type automatic doors (rear ones) separate the coaches.

Its streamlined outside look is pleasant to the eye but the question was raised by a CNR official as to whether or not it could run on snow and ice-covered tracks. There is no baggage car. Like the standard buses, baggage is stored below the cars.

This, according to observers, would create another problem and slow down the baggage department's efficiency.

The train was displayed in Ottawa from 11 a.m. to 1 p.m. It then headed back to Montreal before returning to Chicago where it is being used by an American railway company.

Caption to Photo

NEW ON CANADIAN RAILS

The new Aerotrain, built by General Motors, was displayed last Saturday at the Union Station. Streamlined, low and modern, the coaches are adaptations of the standard GM bus coaches to railroad wheels. The 10-car 400-passenger train is built for economy. It underwent a five-day evaluation period in Canada for CNR officials. Here it is seen at Alexandria on way to Ottawa from Montreal. Photo by Newton

24/07/1957 *Cornwall Freeholder*

Kingston (CN)

Cornwall

Removing Old Railway Line

Title Work started this week on removing the old Canadian National Railway line between Cardinal and Cornwall. This track is located adjacent to and north of the St. Lawrence River in the area that will be flooded next year for Ontario Hydro's St. Lawrence power ... The section of track being removed is in the Mille Roches area where Cornwall dyke, which is a part of the power project, crosses the old line in three places (Photo Ontario Hydro)

24/07/1957 *Ottawa Citizen*

Beachburg

Would Close Crossing

A proposal from the Canadian National Railway that traffic signals be installed at the Billings Avenue crossing, and that the Pleasant Park Road crossing in Alta Vista be closed did not win the complete approval of Board of Control yesterday afternoon.

Following the death of Mrs. Rita Aubrey, in a car-train collision at the Billings Avenue crossing on April 4, the board suggested to the Board of Transport Commissioners that traffic signals should be installed at the crossing.

The transport board took it up with both the CNR and the CPR, whose lines cross at Billings Avenue. The CNR, in a letter to Board of Control, agreed to traffic control signals going in at Billings Avenue. But the railway suggested that the Pleasant Park Road crossing, 500 feet away, be closed and that the city construct access roads, on both sides of the railway, from that point to the Billings Avenue crossing.

Mayor Nelms said that of the two crossings the Pleasant Park Road one was by far the busier.

The board passed the CNR proposal over to Traffic Engineer W. W. Rankin, and Planning and Works Director Frank Ayres for consideration.

Man killed when auto rams train.

Smiths Falls - A Toronto man died, his companion was critically injured and an alert head-end brakeman averted a possible second serious accident in a train-car crash at Merrickville, 12 miles east of Smiths Falls at 7.25 this morning.

Dead is George Eddy, 61, of 818 Ossington Avenue, Toronto who died in a Lannin Ambulance en route from Merrickville to St. Francis Hospital in Smiths Falls. Critically injured is Lawrence Steele, 40, of Mountain Grove Village, 50 miles west of Smiths Falls on Highway 7. Mr. Steele suffering severe head and chest injuries was transferred to Ottawa Civic Hospital from St. Francis.

The accident occurred on a gravelled level crossing over double tracks just east of the Merrickville station. It was the first fatality here in 50 years although there is no wig-wag signal.

Mr. Steele is believed to have been driving the 1953 model station-wagon when the accident happened.

He apparently tried desperately to brake it but the vehicle crashed into the side of the west-bound freight. It spun around after the impact and came to rest upright, partly on the eastern set of tracks.

Head-end brakeman Richard Drew of Smiths Falls, aboard the west bound train involved in the crash, leaped from the train and raced up the tracks to flag down approaching east bound CPR passenger train No. 24.

It ground to a stop only a few feet from where the wrecked station wagon straddled the rails.

First on the scene was George Pitschke, 45, who was enroute to Smiths Falls with a load of milk. He saw the freight stop, an unusual occurrence, and investigated. "I saw only one man and he was bleeding. All I could do was get a doctor called," he said.

Dr. A.M. Barr of Merrickville was summoned and ordered dead and injured removed to hospital.

Engineer John Deegan and conductor George Baxter, both of Smiths Falls, were in charge of the west bound freight. Conductor Jack Dawson and Engineer Harry Beckett, also of Smiths Falls, handled the east bound passenger.

Merrickville Constable Mathew Hayes investigated.

From Bruce Chapman CPR #2462 was on train 24.

25/07/1957 *Ottawa Citizen**Winchester**Merrickville*

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Merrickville Constable Mathew Hayes investigated.

31/07/1957 *Ottawa Citizen**Sussex Street**Kilborn Avenue*

Cyclist Hit By Train

A 17-year-old Hull boy was seriously hurt when he drove his bicycle directly into the path of a train early this afternoon.

Raymond LabeUe, of 73 St. Henri Street, was rushed to Civic Hospital with severe head and upper body injuries. He was thrown 47 feet down the right-of-way by the impact. The accident occurred at the level crossing on Kilborn Avenue near Blossom Park Drive in the Billings Bridge district.

Witnesses said the youth, riding alone, was travelling west down the foot of a hill on Kilborn. The train, a freight, was moving north at about 20 miles per hour, they said.

The accident occurred about 12.30 p.m. City police said they did not know why the boy failed to see or hear the approaching locomotive.

The freight was detained for about 20 minutes, then continued on its run.

09/08/1957 *Ottawa Citizen**Beachburg**Bells Corners*

Approve RR Signal At Bells Corners

An automatic warning signal will be installed at the Canadian National Railways crossing on Highway 15 at Bells Corners, Nepean Township council learned last night

The crossing was the scene of a spectacular crash last February, in which a train ploughed into a large tractor-trailer. No one was hurt. In the crash, although several cars were derailed and goods were scattered for many yards along the track

A letter from the Board of Transport Commissioners, authorizing installation of the signals, was read at last night's council meeting.

Sixty percent of the cost will be borne by a special federal fund for railway crossing improvement, 25 percent by the Ontario Department of Highways and the remaining 15 percent by the CNR.

21/08/1957 *Ottawa Citizen**Kingston (CN)*

The old CNR double track rail line from Toronto to Montreal ran through what is now the battlefield memorial park. All trains ceased to run on these lines on Sunday, July 20 and the next day, workmen were tearing up the rails and signal system. The old rail line is destined to be made over into a section of new No. 2 Highway.

Train of Today Drops In for a Wash and Look-see by Railway officials

With picture - includes a Budd car

The Train of Tomorrow never really got here, but what looks like the Train of Today arrived at the Union Station Friday afternoon. It was an 85-foot steel and sky blue coach, low slung and light weight with either standard or streamlined train.

On hand to see the new Pioneer III were officials of the Canadian National Railways and the Board of Transport Commissioners. Those who made the test run on the silver and blue coach from Montreal included M.E. Doke, Toronto, CNR, general traffic manager, J. Van Hemert of Canadian Car Company, Montreal; and George H. Hoganson, MEIC, Chief of Transport Research, CNR.

Pulled by a normal radio (sic) diesel car, Pioneer III made a run to Ottawa for test purposes.

Visitors found that one walked down an incline into the body of the coach, discovered a brightly lit car, and noted a wide and deep baggage rack.

Lightweight.

From a railway standpoint, the coach weighs only 52,000 pounds as against a standard 130 to 160 thousand pounds. It is only 40 percent of the weight of a standard car. The standard height coupler permits its use on any train. The coach meets the standards of the American Association of Railroads, with which the Board of Transport Commissioners in Canada concurs.

Among those on hand to greet the new car were C.D. Shepherd, Chief Commissioner of the Board of Transport Commissioners; R.N. MacDonald, Director of Operations, B of TC; Ray MacDougall, executive representative of the CNR; and Walter Smith executive representative.

Asked why the car was in Ottawa, Mr. Smith said: "We are just looking; we are still shopping around."

The Pioneer III remained just long enough to get its windows washed, and then it returned to Montreal.

28/08/1957 *Ottawa Citizen**Renfrew**Merivale Road*

Badly Hurt In Crash With Train

John Paul Lanthier, 26, of Gatineau, is in critical condition in Civic Hospital following a truck-train crash at the CNR crossing on the Merivale Road shortly before 10 o'clock this morning.

The truck driver suffered severe head and internal injuries. He underwent emergency operations upon his arrival to hospital, but the full extent of injuries was not immediately known.

Nepean police said the victim apparently drove his five-ton truck loaded with sand directly into the back of a passing diesel locomotive pulling a freight train bound from Ottawa to Barry's Bay.

Force of the impact hurled the truck, owned by B. J. Monette, 22 Concord Street, completely across the highway and into a ditch alongside the right of way. It snapped off the crossing sign and knocked down a telephone pole. Lanthier was hurled from the truck and was found lying some 30 feet away from the wreckage.

Nepean Chief John Rankle found the injured man lying unconscious when he arrived on the scene. He was rushed to Civic Hospital by Exclusive Ambulance. The crossing has no warning signal, and despite the fact that visibility is good on both sides of the highway has been the scene of several accidents including a fatal crash about a year ago.

The engineer of the train was Tom Bradley, 77 Glenn Avenue, and Conductor Patrick J. O'Toole of 329 Fourth Avenue was in charge. Both said the horn of the train was sounded as it approached the crossing.

Caption to photo 29 August 1957

WRECKED BY TRAIN, This is all that was left of a five-ton truck owned by R.J. Monette, local wood and lumber dealer which rammed the diesel engine of the CNR freight from Ottawa to Barry's Bay at the Merivale Road crossing yesterday. Thrown clear, the driver, John Paul Lanthier, of Gatineau Point, was taken to Civic Hospital. His condition today is reported improved. - Photo by Newton

29/08/1957 *Ottawa Citizen**Kingston (CN)**Lyn*

"Frozen" Girl Pushed Clear Of Fast Train,

LYN (Special The presence of mind of a 19-year-old Lyn girl averted possible tragedy on a CNR trestle recently. Lyn is about five miles west of Brockville

The girl, Carol Davidson, daughter of Mr. and Mrs. Mel Davidson, and two other girls had been walking in a field when they became alarmed by a bull and fled onto the railway tracks. As they were crossing the trestle, two miles south of Lyn, a train approached.

The three, Carol, her cousin, Maureen McGinnis, 12, of 247 Presland Road, Ottawa, and Louise Kilmury of Lyn, began to run. However, Maureen slipped, then apparently "froze".

Carol ran back, grabbed Maureen, and was able to push her to safety seconds before the train roared past.

09/09/1957 *Ottawa Citizen**Carleton Place**Britannia*

Three In Immigrant Family Lose Lives

In the worst accident of its kind to occur in Ottawa in many months, a family of three persons died in a level crossing crash near Britannia Saturday night shortly after 8 o'clock.

Dead are Robert E. Griffith, 28, his wife Pamela, 25, and the couple's three-year-old son Martin.

Harry McColl, 24, of Richmond, driver of the car, is in Civic Hospital suffering from head and internal injuries, but his condition is not critical.

Natives of Wales, the Griffiths had been in Canada only a little over a year, and had come from Fort Erie two days ago to take up residence at Richmond.

McColl drove his car directly into the path of a Smiths Falls-bound CPR freight train at a crossing on the Henry Side Road. The road runs from Highway 15 to Highway 17, and the crossing is a particularly dangerous one.

The driver of the auto was thrown clear in the crash, but the Griffiths were pinned in the wreck age. All three died instantly.

Robert Griffith was a baker by trade, and he had obtained a job at a Richmond bakery where McColl has been employed for some time.

The four persons had left Richmond early Saturday evening, McColl planning to drive the newcomers around the city for their first good look at the Capital.

William Y. Shorthouse, of 173 Daly Avenue, engineer of the freight train, told The Citizen on Sunday that a few seconds before the crash he noticed the automobile approaching the crossing from the south. He had no opportunity to bring the heavy train to a stop in time to avoid smashing into the car.

Nepean - Gloucester Constable John Rogers, who investigated the accident, had considerable difficulty in establishing the identity of the victims. McColl was unconscious for some hours after the crash, and members of the Griffith family had no identification on their persons.

The Griffiths had no relatives in Canada, and police during the weekend were endeavoring to locate either relatives or friends in Wales. The bodies are presently in the morgue at Civic Hospital.

Capton to picture

THREE DIED IN WRECKAGE Members of the Griffith family, in the Ottawa Valley for only a short time, were out to have their first good look at the Capital when the car in which they were riding was involved in a crash with a CPR train at a level crossing near Britannia. Dead are Mr. and Mrs. Robert E. Griffith and their three-year-old son Martin. Driver of the car, Harry McColl, 24, of Richmond, is in Civic Hospital where authorities say his condition is not critical. He was thrown clear in the crash. Photo by Newton

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From Bruce Chapman - this would be train #83.

Two Injured As Car, Train In Collision

A young man and woman narrowly escaped death last night when their 1957 auto was in collision with a train at Dollers Crossing on Riverside Drive. Warning criss-cross arms were missing from the sign at the crossing.

Treated at Civic Hospital were: Lucien Grenier, 26, an intern in Quebec City formerly of 1389 Bank Street, who had head cuts, abrasions and shock; and Miss Patsy Quinn, 17, of RR 1 Billings Bridge, a nursing trainee at the Civic, who suffered a severe head gash, cuts to her hands and shock. Both were admitted and are in satisfactory condition.

Police said the car, being driven east on Riverside Drive towards Ottawa by Grenier, was in collision with a CNR freight train that was backing up in a northerly direction. The auto struck the tender of the long freight, just back of the engine, demolishing the entire front end of the spanking new car.

The crossing has no wig-wag signal and the customary criss-cross sign on the west side of the tracks has been partially missing for some time, leaving only a warning that "something" was approaching. Residents of the area have complained to the city about the condition but nothing has yet been done.

Engineer of the freight, Daniel Kelly of 33 Clegg Street, told police he had his whistle blowing and was travelling about five mph at the time of the collision.

Miss Quinn was treated at the scene by Dr. D. H. Niblett of RCAF Uplands.

An Uplands base ambulance took the injured to hospital.

South Channel Bridge Removal a Major Job

A mammoth dismantling job faces St. Lawrence seaway workers in the razing of the steel bridge across the south channel of the river between Cornwall and Massena, N. Y.

One of three in the international system, the bridge is composed of three spans which connect Cornwall Island and New York State. The spans and connecting piers must be removed from the south channel by July 1, 1958 to allow 14 foot navigation on the seaway route.

A ferry, the John J. Walsh, is being refitted to supply service from the island to the mainland until the new high level bridge is completed.

Remove Centre

Col. Loren W. Olmstead, district engineer for the U.S. army corps of engineers, said today that if the contractor, the American Bridge company, continues with present plans, the centre span of the old bridge will be removed first and floated on barges to shore. He added however, that the company's plan could be changed before the actual work starts.

Colonel Olmstead said that first the workmen will remove the heavy planking and the hand rails on the bridge to lighten the weight. Then two barges will be swung under the centre span and two cribs or towers will be built up about 35 feet on each barge to the "floor of the span," until the bridge section is resting on the four towers. As these cribs are being built up, strengthening trusswork will be constructed under the span.

Next the centre portion of the bridge will be loosened from the ends, and the barges will be allowed to slip downstream carrying the span into the shore east of the south approach to the bridge. There a derrick will be used to swing out and dismantle the bridge section, loading the pieces on waiting rail cars.

Once the centre span is dismantled, the entire process will be repeated to remove the north span. The remaining section on the New York state side will then be dismantled by the derrick.

This portion of the bridge will not interfere with the shipping lane in any way and Colonel Olmstead pointed out that there will be no rush to remove the section.

The removal of the north pier in the middle of the channel will proceed as rapidly as possible in order to clear the channel for shipping by July 1, 1958.

Colonel Olmstead said that the American Bridge company plans to bring a floating plant for the operation of the bridge site this fall. This will enable the contractor to get to work without waiting for the canal system to open in the spring. It is anticipated,

Colonel Olmstead said, that the barge on which the bridge sections rest will be moved by winches.

Actual work of dismantling the structure will get underway Feb. 1, 1958.

The current in the river at the point where the bridge is located runs at about eight miles an hour, as fast as any portion of the river in which the corps and its contractors are working.

The anticipated bridge operations is reminiscent in some ways of a part of the first work on the St Lawrence power project, when a temporary bridge was swung out into the current at Hawkins Point, to provide transportation to Barnhart Island until the permanent bridge could be completed.

The corps working as supervising engineers for the St. Lawrence Seaway Development Corporation, and one of their contractors, Merritt Chapman and Scott are faced with a second difficult operation in the river just below the Roosevelt town bridge. Here the original centre span of the bridge, a twisted mass of iron, is lying directly in the seaway channel.

This section of the bridge collapsed in 1898 on the day that the bridge was completed and the wreckage must be taken out. It is figured that the top most piece of the wreckage is lying about eleven feet below the surface of the water in the eight mile an hour current.

Colonel Olmstead said he did not know what method the company is planning, to use to bring up the steel.

FATAL CRASH AT MASSON

Aldoma Beaulne, 53-year-old father of 10 children, and an employe of the Town of Buckingham, died instantly when a speeding North Shore CPR train crashed into an auto a half mile west of Masson this morning. Roger Lemleux, 38, of Buckingham, driver of the car, is in critical condition. This tangled mass of wreckage was all that remained of the late-model car following the mishap. Photo by Newton

Sunken Bridge Span Defies Salvage:Tries

Thick-Cables Snap Twice in Operations

An all-out:effort.to pull 500 tons of steel from the south channel of the St. Lawrence river so far has met with failure.

The 500 tons of steel is what remains of a bridge which one time spanned the south channel. Fifty-nine years ago this month two sections of this span tumbled into 35 feet of water carrying 14 workers to their death. Seventeen others were seriously injured.

Today, Captain John L Tooker, an amiable New Yorker who for the past 45 years has been climbing up the ladder of success in the salvage world, is attempting to hoist the spans from the river bottom. He has met with little luck to date.

Capt. Tooker, who is head of the consulting firm of John I Tooker Incorporated, is working with the Merritt, Chapman and Scott salvaging company. His job is to supply the know how to a tricky job.

Mysterious Task .

In explaining his difficulty with "this job," the captain explains that: "She's not the toughest job I have tackled but certainly the most mysterious. You just don't know where you are at.

"We should be able to pull that bridge out with a 170-ton pull. However, the bridge is so imbedded in the river bottom by rocks and muck that right now we are pulling with 320 tons."

In other words, the captain is having a tough time carrying out his job added to his woes is the fact the spans are lying east and west in the river instead of across from bank to bank.

The captain adds that as for sending a diver down to slice the bridge into pieces, "that is out of the question. River currents and other obstacles make it far too treacherous for a diver."

Singing like canaries are two mighty cables both two and a half inches in diameter. They are attached to the bridge, one 50 feet from one end and the other very close to the centre. One cable is 900 feet long. In all, there is close to 180-ton pressure on each cable enough to make anything sing.

2 Cables Break

Two cables, both half inch in size, have snapped under the extremely heavy pressure.

However, the captain thinks that this time "we've got it."

The giant structure has already been moved along the river bottom some 100 feet and pulled almost 30 feet to the surface.

However, according to the captain, "getting her the rest of the way is a tough job"...and the captain should know.

Captain Tooker learned his trade from his father, working side by side on the docks of New

York. He climbed steadily up the ladder of success in the salvaging world until today he is an acknowledged authority in his line. Highlights of this career-have included the raising of the French troop ship, the Normandie which:caught fire and sank in New York harbor and being the first volunteer to arrive at Pearl Harbor.

Lifting of the giant structure from the bottom of the St. Lawrence river is necessary if shipping is to be allowed free passage through the south channel.

"It is necessary...and it will be done," said the captain.

To Seaway Agencies: Sale of Bridge Said Imminent

The Standard-Freeholder learned today sale of the Roosevelt International Bridge Company, Limited, to U.S. and Canadian seaway agencies will be completed within two weeks.

Although no sale figure is available yet, it is understood that acquisition of stock, the final stage of negotiations is almost completed.

The bridge is being purchased by the U.S. Seaway Development Corporation and its Canadian counterpart, the Seaway Authority. These two bodies will take over levying of tolls and maintenance.

Present owners acquired the bridge rights in 1949 from U.S. interests, the Flynn Corporation of New York City.

The operating company was headed by the late Mayor Aaron Horowitz as president.

Built in 1898

The bridge itself was built in 1898. It was opened for vehicular traffic in May, 1934.

It has also been disclosed that a new Canadian customs building is to be erected and in operation by May 15, of 1958.

The American customs will operate from nearby offices, but the work of actual examination will take place from a trailer until suitable custom offices can be erected.

Traffic will be taken across the south channel of the St. Lawrence river by ferry, recently acquired for the purpose. Traffic will be diverted along the Uskan road, on Cornwall Island while the ferry is in operation.

In the meantime, work on a new south channel span across to the St. Lawrence river is continuing towards its completion date of November, 1958. The substructure of the \$7,000,000 international bridge is being constructed by Canada and the superstructure by the United States agency.

The latter hopes to begin work sometime next spring.

The old south span of the Roosevelt International Bridge will come out in the spring.

Because of this the seaway entities have been forced to press into a service of a ferry system which will be in operation between the time the old span is removed and the new bridge is completed.

What new tolls, if any, are to be levied and how the international bridge will be staffed are questions whose answers may come out in two weeks.

It is also expected plans will be announced soon for a high level suspension bridge which will replace the north span of Roosevelt Bridge: Soundings have been taken recently along Brookdale Avenue where the bridge approaches will be built.

The bridge will cross Cornwall canal and the St. Lawrence river at the foot of this street which runs parallel to Howard Smith Paper Mill property.

Earlier this year, it was revealed tenders for the new north span might be called for before the end of 1957.

Train Hits Bus-Diner At Crossing

PRESCOTT (Special) - A portable diner operated by William Hicks, 292 Lisgar Street, Ottawa, was completely demolished by an early morning express train at the Edward Street crossing of the Canadian National Thursday. The diner, converted from a 1939 model passenger bus, was returning to Ottawa when it stalled on the four-track crossing. Hicks and his unidentified helpers tried to push it to safety but when the safety signal indicated a train approaching the diner was left to its fate.

The train, a diesel powered express freight eastbound, scattered the wreckage of the old bus over a half-mile of track, the train was in charge of R.J. White, conductor, and engineer E. Brunet, of Montreal. Investigation was in charge of constable John Ongarato, OPP.

International Bridge Sale in Two Weeks?

Cornwall - Official sources Thursday disclosed that sale of the Roosevelt International Bridge will be completed in two weeks time.

Buyers are the U.S. and Canadian seaway agencies, the Seaway Authority. They are presently negotiating with the Cornwall International Bridge Company Ltd., holders of the rights for vehicular traffic, and the bridge owners, the New York Central Railway Company.

Although no sale price was released, officials reported that purchase of the remaining stock in the Cornwall company is all that is necessary to complete the deal. The Cornwall International Bridge Company acquired their rights to the bridge in 1949 from the Flynn Corporation of New York City. the bridge itself was built in 1898. It was open to vehicular traffic in May, 1934.

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Mystery of Bridge Disaster 59 Years Ago Near Solution?

A 59-year-old mystery may soon be solved!

On September 6, 1898, as workers busted themselves pulling away falsework for the nearly finished south span of the Roosevelt International Bridge, the structure suddenly gave way sending workers, steel and stone hurtling into the river below. Seventeen men lost their lives in the tragedy.

In reporting the event the Cornwall paper of that day said: "Although many possible theories have been given as a reason for the collapse of the pier, the cause of the wreck remains a mystery. The piers were sturdy construction and should have carried the weight of the bridge."

Half Removed

Now, 59 years later, a salvage crew has wrested half of the wreckage from its resting place and in doing so may have unravelled the 59 year-old mystery.

Saturday morning workers for the Merritt, Chapman and Scott salvage company hauled to land a large portion of the bridge which for the past two weeks has thwarted all attempts to pull it loose.

Captain John L. Tooker, who has headed the salvage operation, said that such was the pressure two giant cables snapped like "yo-yo" strings.

"We should have been able to haul it out with 170-ton pressure. Instead we now have 180 ton pressure on each cable."

Still buried in the muck and stone which has held tight to its prize, is the other half of the structure. It lies east and west in the river bottom and must be removed to allow shipping in the south channel a clear passage.

Reports are this latter hunk of metal and cable will not be touched until the present hauled-out portion has been broken up and taken away.

A company spokesman told The Standard-Freeholder: "We are not sure whether the bridge broke in half when it collapsed, or whether it snapped from our pulling."

He would not say whether weak metal could have caused the collapse in the first place, another possible explanation for the mystery which may soon be solved.

Bridge Purchase Announced Today

Purchase of Cornwall International Bridge Company Limited, operators of the Roosevelt International Bridge, since 1949, was disclosed today in a press release from the St. Lawrence Seaway Development Corporation.

The release reveals that all shares of the bridge company have been acquired by the U.S. seaway entity and its partner, the St. Lawrence Seaway Authority of Canada.

No price was revealed in the announcement, nor was there any indication of a change in the toll levy.

It disclosed, however, that the two seaway entities will share equally in ownership and operation of the bridge company. Directors named include: for the St. Lawrence Seaway Development Corporation: E. Reece Harrill, comptroller; B.T. Jose, deputy-comptroller; Charles M. Trammell, general counsel; for the St. Lawrence Seaway Authority: John Lessard, comptroller, and L.A. Couture, counsel.

The former owners of the company acquired their rights in 1949 from U.S. interests.

President of the company was the late mayor of Cornwall, Aaron Horovitz.

The bridge itself was built in 1898 and opened for vehicular traffic in May, 1934. On

February 15 of this year railway traffic was halted when permission was granted by the Canadian Board of Transport Commissioners and the Interstate Commerce Commission of the United States to abandon the operation. Service was supplied between Helena, New York and Ottawa.

The present South Channel section must be removed and a new high-level bridge constructed to provide the requisite 120-foot overhead clearance for navigation in the Seaway channel.

The high-level bridge is being constructed by the two seaway entities, the U. S. constructing the super-structure and Canada the sub-structure. This bridge will cost some \$7 million and will provide a two-lane highway and a walkway for pedestrians. It will have no railroad right-of-way.

Beginning about April 1, 1958, temporary ferry crossing facilities will be provided between the U.S. mainland and Cornwall Island so as to assure uninterrupted traffic over the international crossing.

Canadian Pacific Advertisement

Effective Monday, October 28th, 1957

THE PASSENGER SERVICE

provided by trains 593 and 592 between Ottawa and Prescott

Will Be Discontinued

Reason: Lack of Patronage

CANADIAN PACIFIC RAILWAY COMPANY

Train Kills Kemptville Woman, 78

KEMPTVILLE (Special) A Kemptville woman was killed by the CPR's Ottawa-Prescott train Saturday as it pulled out of the station here on the last run of its more than 100 years' service.

The battered body of Mrs. James Workman, 78, was found shortly -before 7 a.m. Sunday beside the railway tracks 300 yards west of the station.

She died shortly after stepping off the same train at 8.20 p.m. after returning from a visit to her nephew in Osgoode. The train continued its run at 8.25.

Apparently she suffered a dizzy spell and wandered onto the track. Richard Evans of Kemptville found her body the next day. No inquest will be held.

(Caption to picture of crew) Conductor J.R. McNally checks his watch and engineer C.J. Robertson, centre, and fireman Alvin Nichol look on just before the last train carrying passengers between Ottawa and Prescott moved out of Union Station at seven o'clock Saturday night. Now, only freight will be carried on the 52-mile, 15-stop run. Passenger traffic was not sufficient.

107 years of train service ends.

A small, almost empty train slipped down the rails and into the cold night at Union Station Saturday. It was the last of its kind and marked the end of 10 years of passenger service between Ottawa and Prescott. Just a Memory.

Now, for old trainmen and district residents alike, all that remains is memory.

A few passengers sat huddled quietly in a single coach. bright with yellow light.

A baggageman bent chafing his hands and fingering his mail within a single baggage ear.

It was seven p.m. and at the front a signal was given. Two burly trainmen heaved into a diesel cab. A conductor swung on at the rear.

Then it was gone.

It was goodbye to the first passenger service into Ottawa,

Prior to April, 1954 passenger trains exclusively operated between Ottawa and Prescott, but business had fallen off.

As a remedy the CPR put on a "mixed" (passenger and freight) train.

Still there were not enough passengers and the company made a successful appeal to the Board of Transport Commissioners.

Now only freight will be hauled on the 52-mile, 15-stop run and passengers will go by bus. To go by train they would have to travel by Coteau or Brockville.

The passenger service came into being under the St. Lawrence and Ottawa Railway in 1850 and was leased to the CPR in 1884.

Recently its stops have been Ottawa, Billings Bridge, Ellwood, Gloucester, Manotick, Bray, Osgoode, Sabourin, Kemptville, Bedell, Oxford Station, Groveton, Spencerville, Domville and Prescott. It has operated (going and coming) under train No.'s 593 and 592.

A Small Train

It normally has been a small train leaving Ottawa but has picked up passengers and freight and extra cars along the way, some cheese maybe at Oxford, then at Prescott some coal from Ogdensburg, and television sets from the town itself.

It has left Ottawa at six p.m. (standard) and arrived at Prescott at 9.05, then left from Prescott at six a.m. the following morning, arriving her at nine o'clock.

In future a Cornwall trucking firm will handle the mail between the two points.

Mail will leave Prescott post office at 8.30 a.m. and arrive at Spencerville at 8.55, Oxford at 9.20, Kemptville 9.40, North Gower 10.05, Manotick 10.30 and Gower at 11 o'clock.

Going the other way it will leave Ottawa at five p.m., arrive Manotick 5.30, Kemptville 6.40, Spencerville 7.05 and Prescott 7.30 - all standard time.

On the train for its last run Saturday were Clifford J. Robertson, engineer, of 261 Bayswater avenue, J.R. McNally, conductor of 261 Bayswater avenue (sic), Alvin Nichol, fireman, of 69 Palsen street; and trainmen, Erville Colemam, of Carleton Place and Percy Robertson of 81 Harold Place.

Engineer Clifford Robertson has been on and off the run since 1926. They were all sorry to see it go.

..As were many other train-buffs in the Ottawa area.

29/10/1957 *Ottawa Citizen* *Lachute* *Hull*

Driver Jumps When Train Smashes Car

A Gatineau Point resident narrowly escaped serious injuries this morning when he jumped from an automobile seconds before it was struck by a train at a crossing in Hull.

Arthur Laurin, 46, of Michaud Street, Gatineau Point, was driving an auto over the tracks shortly after 10 a.m., when he noticed the CPR Ottawa-Montreal train a few feet away. The train, which was just pulling in to Beemcr Station near St. Redempteur Street, was proceeding slowly. Laurin jumped to safety before the accident occurred. The auto, owned by Jean Paul Joannis, of 31 Graham Street, Hull, was heavily damaged.

Hull Constables James Hall and Gaetan LeGuerrier investigated.

29/10/1957 *Cornwall Freeholder* *New York Central*

Sunken Bridge Salvage Work Completed by American Firm

Twisted, sunken south span of the original Rooseveltown Bridge prevents any sonic sounding equipment from locating additional sections which may be left on the bottom of the St.Lawrence River. The spans are so twisted, it was said that it is impossible to reconstruct, even mentally, the structure, to see if it is all accounted for.

The job of removing the sunken bridge portions was completed this week well ahead of

schedule by the Merritt, Chapman and Scott Company. Capt. John J. Tooker was consultant during the work, while Capt. Pat Ryan was engineer, and Scotty Owen superintendent.

The men reported that chains found woven in the wreckage indicated previous salvage attempts were made by the original bridge company. Engineers who have accomplished the job said if there are any small pieces of the bridge remaining, they will be picked up by the dredge, the M. Sullivan

The Sullivan is one of the big dredges engaged in channel work near Rooseveltown, and will work its way up-river, covering the area in which the wreckage lay. Capt. Tooker stated that the job took 34 days, and was accomplished in a much shorter time than was thought possible.

11/11/1957 *Ottawa Citizen* *Chalk River* *Renfrew*

Airman Hurt In Car-Train Collision

RENFREW (Special) - 17-year-old airman is in Victoria Hospital here suffering from injuries received when his car was struck by a train Saturday afternoon. His condition is critical.

Ronald Wallace, stationed at St. Johns, Que., suffered multiple scalp injuries and bruises. He was treated by Dr. William Burwell.

Wallace's car was struck at the Raglan Street level crossing by an east-bound CPR dayliner. The driver was proceeding north on Raglan Street at the time and was returning from a visit with his parents, Mr. and Mrs. Ronald Wallace at Burnstow.

The car was demolished.

Conductor of the dayliner was L McFadden of Smiths Falls and the engineer was L V. Greenlaw of Ottawa.

The accident was investigated by Sgt. T. A. Wark and Const. Joseph Paquette of the Renfrew Police Department.

Pulp Mill Addition To Singer

By Fred Inglis Citizen Staff Writer

THURSO A new, \$17 million bleached krait pulp mill is being rushed to completion at this Quebec town, 30 miles east of Ottawa, with production expected to start early in January.

The new mill is designed to produce 200 tons of high-finish pulp daily, using both hardwood and softwood. It is located half a mile west of the Singer Manufacturing Company's sawmill, veneer end woodworking plant, which produces wood components for Singer sewing machines.

The plant is 70 percent owned by the Singer firm and 30 percent by Perkins-Goodwin Company of New York, who are sole distributors for the mill's products. From Singer Limits

Wood for the plant will come by rail from Singer's half-million acre woodland limits, harvested for many years for saw and veneer logs, and now to yield pulp-wood as well.

Logs will come to the yard on the Thurso and Nation Valley Railway, a Singer subsidiary, and from farms by truck.

An unusual feature of the Thurso mill's construction is that the plant is connected both electrically and with steam lines, to the neighboring Singer plant. The Singer sawmill will supply both chips for pulp making and wood waste to be burned in the boiler and in return, Thurso Pulp and Paper will produce power and steam for both plants.

Employment For 225

The mill will provide work for about 225 people, working three shifts daily except Sunday.

Executive officers of the Thurso Pulp and Paper Company are: Paul B. Bourget, president; Stanford G. Blankinship, vice-president; Lawrence E. Hird, vice-president and treasurer; Hazen Hansard, secretary.

Mill manager and assistant to the president is Lawrence M. Burns. Members of the supervisory staff are: C. C. Ripper-berger, superintendent; J. L. Aikman, chief engineer; William Mc-Keon, pulpwood supervisor, and R. B. Bourget, personnel manager.

Consulting engineers for the job, started in June, 1956, are E. A. Charlton Associates, Montreal, and the contracting firm is The Foundation Company of Canada.

Protest CNR Reopening NYC Tracks

A Canadian National Railways request for approval of CNR use of the former New York

Central Railway trackage and right-of-way between the city and Cornwall Junction set off a wave of protest at the November meeting of city council.

A letter from the CNR noted that a federal Order-in-Council had approved reconstruction

and rearrangement of the tracks and that it was planned to operate engines and trains over the tracks at some future date. Correction would be made with the new double track main line.

The company sought approval of the city for its passage, in lieu of the NYC.

"It is quite possible that no actual use will be made of the track over these roadways for some time unless some industry decides to locate in the vicinity and requests delivery of supplies to it," wrote W.E. Griffiths, chief engineer.

The roadways referred to are Toll Gate Road and relocated No. 2 Highway.

Several members of council were outspoken in the opinion that the matter should be referred to the city solicitor and others should be considered. It was decided the matter would be referred to the city engineer, city solicitor and the planning board for study.

Governor-General Shares Welcome As Santa Claus Arrives In Ottawa

If Governor-General Vincent Massey was somewhat surprised when he stepped from his private railway coach at Union Station on Saturday morning, he had reason to be. Never before in his years of official travel had he ever received the boisterous, noisy homecoming welcome that he was accorded by thousands of children and adults who packed the station concourse as the diminutive Mr. Massey, walked through to his waiting car.

What actually happened was that the vice-regal representative got in on the tailend of the arrival by train of Santa Claus to the A. J. Freiman Ltd. store. The crowd which greeted him was part of the 2,000 adults and children who had travelled on the special CNR train to Vars to welcome "Santa" who arrived from the North Pole in a Spartan Air Service helicopter.

Quite by coincidence, Mr. Massey's special cars arrived at Union Station on a regular train at the precise time that the Santa Special pulled in.

Gathered A Following

While Santa was the principal Pled Piper who attracted the thousands, Mr. Massey nevertheless, also gathered quite a following as he walked through the station and he appeared to be enjoying this impromptu homecoming salutation immensely.

There was such a crowd of youngsters with tickets for the Freiman Special that the CNR had to run a 20-coach train to accommodate all of them. En-route and on the return trip to Vars the youngsters were served cookies and soft drinks, and as the train travelled back to Ottawa Santa went through the coaches greeting each one of the 2,000 personally.

During the stop at Vars, 2,000 tiny noses were pressed against train coach window-panes for a view of Santa as his special helicopter circled a special landing field, then dropped in and unloaded its very special passenger. A crowd of 500 was at Vars to greet the bearded gentleman.

Official Welcome

The trip went off without a hitch, and the train arrived back in Union Station on the dot at 10.30 for the official welcome by Mayor George Nelms and the street parade to the Freiman Rideau Street store.

G. T. Dunn, superintendent of the Ottawa division, CNR, was in charge of the train with N. A. Spence. They were assisted by five transportation officers, eight passenger representatives, three railway police officers and two porters. Lawrence Freiman, president of Freiman's, was along for the trip, accompanied by John Fulling of his advertising depart-Mrs. Maurice Jefferles, Frieman staff nurse, was along with bandages and iodine, but they weren't needed.

No Injuries In Car-Train Collision

A car-train collision on Gladstone Avenue near Standard Bread Company last night resulted in only minor damage to the car involved and no injuries to the driver.

Mrs. Winnifred Rosewarne, 64, of 475 Broadview Avenue, told police she had stopped for the crossing, then proceeded.

"I didn't see the train 'til I was in front of it," the driver recalled to police.

CNR brakeman Eric Low of 394 Brant Street, Eastview, said he had blown his whistle and noticed the westbound car on Gladstone stopped at the crossing.'

Police estimated damage to the car at \$100.

Const Joseph Cardinal of No. 2 Station investigated.

26/11/1957 *Ottawa Citizen* *Chaudiere*

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26/11/1957 *Ottawa Citizen* *Alexandria* *Vars*

Letter to the Editor.

Through the medium of your newspaper I would like to take this opportunity in thanking A.J. Freiman Limited in making thousands of young children so happy with the recent trip to Vars, to witness the arrival by helicopter of Santa Claus.

It was so thrilling, for the parents of these children, to note the expression and the excitement in the eyes of our little ones, when Santa went through the aisles of the train and shook hands with as many children as possible, that one could not forget to thank the responsible parties for a job so well done and very little publicized.

Victor Boileau.

02/12/1957 *Ottawa Citizen* *Winchester* *Chesterville*

Driver Dies When Train Hits His Car

CHESTERVILLE (Staff) A level crossing smash marred the start of Safe Driving Week in the Ottawa district when a lone motorist was instantly killed last night on Highway 43 two miles west of Chesterville.

He was tentatively identified as Emile Worm of Stratford, Ont.

In the midst of the season's first heavy snowstorm, the northbound auto was hit by a CPR passenger local travelling from Smiths Fall to Montreal. The mangled wreckage was carried nearly half-a-mile along the track.

The engineer on the train was Roy G. Allport of Smith Falls.

The motorist's body was viewed by coroner Dr. W. M. Byer of Winchester, and removed to the Vice and Craig Funeral Home in Winchester.

The accident was investigated by Constables E. J. McDougall and Herbert Meyer of the Morrisburg detachment of the Ontario Provincial Police.

03/12/1957 *Ottawa Journal* *New York Central*

Approve Bill Dissolving Ottawa-NYC Line

The Commons Railway Committee today approved a bill dissolving the Ottawa and New York Railway Company.

The bill has been passed by the Senate and will now go to the Commons for final reading.

The railway line, operated by the New York Central Railroad Company, runs from Cornwall, Ont., to Ottawa. Permission was given the company to abandon the line by the Board of Transport Commissioners.

06/12/1957 *Cornwall Freeholder* *Kingston (CN)* *Cornwall*

Railway Asks Permission to Build Spur

Canadian National Railways wishes to create a spur in its trackage in the Toll Gate Road area which would allow speedier deliveries to be made to any industry that might be located here.

In a letter presented at last night's meeting of Cornwall Planning Board, the railway pointed

that it was quite possible that no actual use would be made of the track, which would pass over existing roadways, for some time unless some industry decided to locate in this vicinity and requires delivery of supplies.

The letter states that the former New York Central line from Cornwall to Ottawa was purchased by CNR in April.

That company had previously been given permission to abandon the complete line by the Board of Transport Commissioners and had actually ceased train operation in February, 1957.

Following the purchase, the tracks and bridges were removed off the entire line apart from short portions at both ends. CNR now wished to resume using the tracks for the movement of engines and cars.

The New York Company had been given permission by the board to construct its railway across all then existing public roadways.

07/12/1957 *Ottawa Citizen* *Renfrew* *Echo Drive*

Four Airmen Injured At Crossing

Four young airmen were injured last night in a grinding car-train collision at a crossing on Echo Drive near Hawthorne Avenue. All are in good condition.

Police report that a CNR signalman, Wilfred Menard of 149 McGillivray Street, narrowly missed being struck by the airmen's car as he waved his warning lantern at the crossing.

The injured, all stationed at RCAF Station Foymount, are: Vincent Pellow, 20, of 148 Stewart Street, who suffered head injuries and possible broken ribs;

Richard Jones, 19, of RR1 Ottawa, driver of the car, who suffered a severe forehead gash; Jack O'Reilly, 24, of Eganville, also with head injuries; and Andrew Jorgenson, 21, of RR5 Markdale, Ont., who was treated for a lip laceration.

To Rockcliffe

The injured were originally taken to Civic Hospital by Exclusive Ambulance and Fire Department Emergency Car and later transferred to Rockcliffe Tri-Service Hospital. All were admitted except Jorgenson.

The Jones' vehicle, according to police, was heading east on Echo Drive and the driver apparently failed to see either the signalman or the oncoming train engine until too late to stop on the slippery pavement. Poor lighting conditions and the fall of a light windshield-smearing snow also contributed to the accident, police said.

Engineer of the slow-moving locomotive, Ronald Pritchard of 259 Arlington, said his position in the engine cab (on the side away from the impact) prevented him seeing the car in time to avoid the collision.

The impact of the collision was great enough to demolish the 1954 model car and cause damage amounting to \$600 to the train.

Const Wilmer Dowd Investigated.

11/12/1957 *Ottawa Citizen* *Kingston (CN)* *Iroquois*

Five Escape When Train Crashes Car

IROQUOIS (Special) Five CNR employees, all from Montreal, had a narrow escape when their car stalled on a level crossing a half-mile north of here this morning, and was demolished by a westbound CNR freight train.

The driver of the car had applied his brakes to bring the auto to a stop as the train approached, but the vehicle skidded onto the crossing and the motor stalled.

The five men, who are signal mechanics employed installing electric warning signs at crossings along the new No. 2 Highway in this area, jumped clear without difficulty when they saw the train was going to crash into their car.

CNR Diesel Smashes Truck, Driver Is Critically Injured.

A 16-car CNR diesel freight train sliced into an 18-ton pre-mix concrete truck at a Smyth Road level crossing this morning, critically injuring the driver and also sending the two occupants of the train locomotive to hospital. Total damage was estimated at upwards of \$20,000.

Dennis Guindon, 26, of 72 Sabourin Street, Gatineau Mills, is unconscious in the Civic Hospital, where a team of surgeons is fighting to save his life. He suffered grave head and facial injuries. Guindon was driving the concrete-laden truck owned by Ottawa Pre-Mixed Concrete Ltd.

David Drew, 23, of 33 Glencairn Avenue, yard helper on the train, was released from the General Hospital following treatment for head cuts and bruises, while Edgar Olive, 41, of 214 Metcalfe Street, engineer, is still undergoing X-ray examination to determine the extent of his injuries.

Three other occupants of the cab, Charles Lee, of 552 Churchill Avenue, fireman, T. B. Miller, 646 Coronation Drive, and J. H. Turner, 523 Bathurst Avenue, escaped without injury.

They had a close brush with death in a harrowing experience. An official of the CNR said that he had never seen a yard engine with such extensive damage following a level crossing accident.

"I'll never know how we got out of that one," stated Drew, while undergoing hospital treatment.

Scene of the 8 a.m. crash was a level crossing that runs parallel to a CPR right-of-way on Smyth Road, just north of Riverside Drive. Smyth Road was designated a through truck route just a few months ago. The crossing was bathed in bright sunlight at the time.

It was the third major train-vehicle crash to occur at the crossing in the past two years.

At nearby Billings Avenue there was a fatal level crossing accident in the early fall.

Yard Transfer Train

The eastbound train a yard transfer carrying freight from the Walkley Road terminal to the downtown central depot ground to a halt some 1,100 feet from the scene of the crash.

The truck, laden with some 10-ton of liquid concrete, was northbound on Smyth Road at the time, proceeding from its Russell Road plant to a construction job in the northerly section of the city.

So heavy was the impact that the cab of the truck ended up more than 100 feet along the right of way to the east and north of the crossing. The heavy bulb-shaped tank carrying the concrete was thrown some 35 feet from the main section of the truck.

The front of the diesel locomotive was twisted out of shape. The engineer's side of the cab was so dented that bystanders wondered how any of the five men inside it had ever got out.

Molten concrete splattered the home and car of Thomas Davey, located nearly 100 yards to the north of the crash.

"We were eating breakfast when we heard this loud explosion," recalled Mrs. Davey, "and we looked outside. We thought somebody must have been dead."

Ambulance Close By

An Exclusive Ambulance, which was travelling just behind the pre-mix concrete truck, was on the scene seconds after the crash. Mr. Davey assisted the ambulance driver in placing the injured truck driver in the ambulance for conveyance to hospital. Police took the other injured to hospital. Also helping the injured was Patrick Flannery of 202 Cluny Avenue.

The CNR and CPR crossings are on a straight stretch of Smyth Road and are marked by "railway crossing" signs and yellow Department of Highways railway markers. The road was paved during the summer.

Caption to Photos (shows CNR 8051)

SCENE OF TANGLED WRECKAGE AT CROSSING

This is what the CNR level crossing just north of Riverside Drive on the Smyth Road looked like this morning after a train-truck crash that critically injured the truck driver and sent two others to hospital. At left, onlookers view the bulb-shaped body of an 18-ton Ottawa Pre-Mixed Concrete Ltd. truck after it was thrown some 35 feet by the violent impact. Dennis Guindon, 26, of 72 Sabourin Street, Gatineau, the operator of the truck, is in critical condition in the General Hospital. Only two of the five occupants of the diesel locomotive went to hospital for treatment. But a glimpse of the battered cab, at right, graphically points up what a close brush with death they had. Newton Associates Photos

Two Escape Car-Train Collision

The maze of train crossings in the Hurdman's Bridge areas is blamed for an auto-train collision last night. No one was injured.

Police report that Kenneth A. Stone, 34, of 876 Weston Drive, had been proceeding towards Elmvale Acres via Riverside Drive. He waited near Hurdman's Bridge for a CPR passenger train to pass, then proceeded several hundred yards and struck the same train as it crossed Russell Road heading south.

Stone and his wife, Eleanor, 34, were badly shaken up in the accident but didn't require hospital treatment. Ottawa police said the slow-moving train continued on its way, the engineer apparently not being aware of the accident.

The Stone vehicle, eastbound on Russell Road, was knocked 30 feet by the impact and received about \$500 damage.

Const Don Potter investigated.