

Local Railway Items from Area Papers - 1958

04/01/1958 *Ottawa Citizen* *Kingston (CN)* *Cardinal*

Train-Car Crash Kills Former Cardinal Reeve
 CARDINAL (Special) Harry V. Redden, 69, former reeve of this village, was killed Friday when his car was demolished by a train on his farm north of old Highway 2 three miles west of here.
 Police said the extreme cold had frosted his auto's windows impairing his vision.
 Redden was heading north on his property in his 1956-model car when an eastbound CNR freight hit it at about 45 miles an hour.
 Thrown From Car
 He was thrown from the vehicle which was dragged along the tracks and torn apart. The accident occurred shortly before 3 p.m.

06/01/1958 *Ottawa Citizen* *Alexandria* *Ottawa*

Council will also be asked to approve an arrangement with the Canadian National Railways which plans to make use of the abandoned New York Central line in the vicinity of the freight sheds at Alta Vista and Russell Road.
 The CNR has agreed to stop trains on this line when they approach the Russell Road and St. Laurent. Train crews will flag down motorists when trains are crossing the roadways.

09/01/1958 *Ottawa Citizen* *Alexandria* *Vars*

Aurele Surprenant, 25, of RR 1 Vars, leaped from his 1950 auto seconds before it skidded into the side of the fast-moving CNR Continental in the heart of Vars, 20 mile east of Ottawa. The train did not stop.
 Witnesses said the young farmer was thrown heavily to the roadway after his leap but had he stuck with his car, would likely have been killed.
 The engine of his vehicle was ripped from the car's body and large chunks of it carried almost half a mile.

09/01/1958 *Ottawa Citizen* *Maniwaki* *Gracefield*

The Gracefield accident, 60 miles north of here, occurred just before 8 p.m.
 A car driven by Garland Brown, 34, of Gracefield, was struck by a northbound CPR train at Local and Vaillancourt Streets in Gracefield.
 Brown, who was driving alone, escaped uninjured after his car was overturned and left at the edge of a deep ditch. The car was a total wreck.
 The conductor aboard the train, bound from Ottawa to Maniwaki, was J. H. Morris of Ottawa.

20/01/1958 *Ottawa Citizen* *Beachburg* *Bells Corners*

Gananoque Youth Killed In Car-Train Collision
 A car slammed into a freight train at a highway 15 level crossing near Bells Corners last night killing a youth and seriously injuring his companion/
 Gary David Compeau. 18. of 17 King Street. Gananoque. was killed instantly when the auto struck the front section of a CNR diesel engine shortly before 6 o'clock.
 He was a front-seat passenger in a late-model car driven by John Kidd. 21. of 83 Charles Street. Gananoque.
 Kidd suffered multiple body injuries and both his legs and one arm were broken. He is being treated at Civic Hospital where his condition is described as "serious."

Drove Friend Home
 The car bounced back more than 10 feet after striking the train. The vehicle's front end was sliced off.

27/01/1958 *Ottawa Citizen* *Alexandria*

Ottawa Man Killed, Hit By Shunter
 Achille Laramée. 54, of 590 Gilmour Street, was instantly killed at 4.20 p.m. Saturday when struck by a shunting train at the CNR yards near the Ottawa East round house.
 A CNR diesel driven by Phillip Button. 9 Graham Avenue, was pushing two dayliner coaches from the yard when the man was noticed walking south on the tracks with his head down.
 John Malone, 3 Harold Place, and Lorne Hilton, 105 Vachon Street. Eastview, CNR employees who were riding in front of the first coach, called a warning to the victim but he apparently failed to hear them.
 He was at the east side of the tracks at the time the train approached. The signal bell on the train was sounding but Mr. Laramée failed to heed either the sound of the bell or shouts of warning.
 He was struck on the head by the left of the front coach. Air brakes were applied when it came apparent that he was not going to move from the tracks, but it was impossible to stop the train.
 Thrown 35 Feet
 The impact hurled him some 35 feet and about 10 feet south of the tracks, killing him instantly.
 Dr. J. S. Cross, coroner was called to the scene. The body was removed to Civic Hospital where an autopsy will be held.

04/02/1958 *Ottawa Citizen* *Ottawa Electric*

TRAFFIC JAM AS OTC TRAM DERAILED
 Rush hour street car service suffered an upset shortly before 4 o'clock yesterday afternoon when a tram making the turn at the Plaza jumped a switch.
 Some 30 cars piled up behind the derailed car tying up traffic in a solid line from Elgin Street to Bank Street.
 Heavy snow in the switch was believed the cause of the derailment. A wrecking crew speedily put the derailed car back on the rails but, as a result of the tieup, cars were off schedule for some time until they could be re-routed.

10/02/1958 *Ottawa Citizen* *Renfrew* *Kinburn*

Young Medical Student Dies In Car-Train Crash - Illegible

17/02/1958 *Ottawa Citizen* *Beachburg* *Heron Road*

Two Escape Train-Car Collision
 Illegible

22/02/1958 *Ottawa Citizen* *Smiths Falls* *Smiths Falls*

Only Bruised When Car Struck Train Illegible

25/02/1958 *Ottawa Citizen* *Beachburg* *Beachburg*

Three Taken to Hospital After Car-Train Collide

03/03/1958 *Ottawa Citizen* *Carleton Place* *Stittsville*

Halt Train To Avoid Snow Plow

A CPR passenger train a flagged down shortly before it would have struck a Nepean Township snowplow, stuck on a level crossing near Stittsville Saturday afternoon.

Sefton Nesbitt of Richmond was plowing a sideroad when the grader equipped with a wing plow began to slide down the shoulder of the road as he was crossing the railroad track. When he tried to back up, the heavy grader turned over side ways into the ditch, leaving its front end and the wing plow blocking the railroad track.

Neither Nesbitt nor his 16-year-old son Garry, who was with him, was hurt.

Nesbitt ran to a nearby farmhouse and telephoned to Reeve Aubrey Moodie of Richmond, then hastened back to try to extricate the upset grader.

Reeve Moodie ordered a heavy winch truck from Stittsville which sped to the scene.

Meanwhile Mr. Moodie had telephoned to the CPR station to ask that the passenger train, known to be due within a short time, be held until the grader was removed from the track.

03/03/1958 *Ottawa Citizen* *Lachute* *Masson*

Five teenagers injured as car smashes train.

A 19-year-old Ottawa youth was seriously injured when a car carrying five teen-age people from Ottawa slammed into a train at Masson shortly after midnight Saturday (1 March)

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Crew of CPR engine No. 2609 was engineer L. Hamel, 1012 Church Street, St. Martin, Que.: fireman Gerard Vachon, 202 Carruthers Avenue, Ottawa and conductor G.O. Racicot, 966 Champagna Street, St. Vincent de Paul, Que.

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From Bruce Chapman. Got out the oldest Ottawa West shop dispatch book, which started April 19th, 1958, and 2609 is nowhere to be seen. This March 3rd, 1958, may have been its swan song for Ottawa.

13/03/1958 *Ottawa Citizen* *New York Central* *Ottawa*

City Of Ottawa Department of Planning and Works Building

For Demolition And Removal

Sealed tenders addressed to the Chairman and Members of the Board of Control will be received by Its Secretary, Room 504, Transportation Building, 48 Rideau Street, Ottawa, Ontario, up to 3.30 p.m., Tuesday, March 25, 1958, for the Demolition and Removal of the New York Central Railway Office and Freight Sheds, known as No. 389 Nicholas Street.

03/04/1958 *Ottawa Citizen* *Lachute* *WAMO*

Caption to Picture

CARS DERAILED NEAR HULL

Two cars of a CPR train headed for Hamillon and United States points jumped the rails last night and spilled over an embankment at the Quebec side of the Prince of Wales railway bridge. No one was injured in the mishap that ripped up ties and spread tons of gravel and iron ore over the right-of-way for 50 yards. The two overturned cars, a gondola and an empty freight car, blocked the main Montreal - Ottawa line. Three passenger trains had to be re-routed via Hurdman's Bridge and Eiwood. The line was cleared at 3.50 a.m., and the last car re-railed at 8.30 a.m. so that the line was clear for the eastbound trans-continental train this morning. The cause of the accident is being investigated. Photo by Newton

03/04/1958 *Ottawa Journal* *Lachute* *Wamo*

CPR MaiiUine Blocked Overnight At Hull

Two cars of a long freight train overturned, spilling iron ore along the right-of-way in a derailment on the CPR main line near the Quebec entrance to the Prince of Wales Bridge at 8.45 o'clock last night The train was turning on to the main line from the Pontiac.

The CPR said three trains, the Brockville-Ottawa, the transcontinental and the Montreal-Sudbury, were re-routed but the line was cleared for esitbound transcontinental traffic this morning.

No one was injured In the derailment which still is being probed by CPR investigators.

09/04/1958 *Ottawa Citizen* *New York Central* *Ottawa*

With Picture

The coal sheds on Hurdman's Road at Mann Avenue have been a landmark for more than 25 years, but for the most of this time they have not been very eye-pleasing. Now they are to come down in the interests of progress in highway transit. The Hugh M. Grant Ltd. crane is seen removing a huge coal trestle beam preparatory to removal of the coal shed. These structures - originally owned by the now defunct New York Central Railway, later acquired by the CNR, and now owned by the FDC - have served severalOttawa coal firms through the years.

At the nearby site of the New York Central Railway's office and freight shed, Nicholas Avenue and Mann Avenue, the Industrial Demolition Company will begin to carry out demolition operations this week. When the whole building-removal project is completed at this point in the city in early summer a start will be made on a huge overpass and multi-lane road-way system which will link Nicholas Street with Hurdman's Road.

12/04/1958 *Ottawa Citizen* *Montreal and Ottawa*

Slightly Hurt In Car-Train Collision

A motorist escaped with only a broken rib when his car was struck by a slow-moving CPR freight train at Riverside Drive and Tremblay Road yesterday.

Jamel Francis McLaughlin, 53, of 151 Bayswater Avenue, was allowed to go home after being treated at the General Hospital.

McLaughlin told police he was driving across the track at five miles an hour when he heard a train whistle. However, tie looked in the wrong direction, and failed to see the locomotive bearing down from the north at 10 miles an hour.

The car was carried 145 feet along the track, and its right side was completely demolished. Damage was estimated at \$1,500.

Engineer on the train was Alex Haimill, of 14 Rousillion Street, Hull.

14/04/1958 *Ottawa Citizen* *Kingston (CN)* *Morrisburg*

13 cars jumped tracks fouling rail service.

MORRISBURG The Montreal-Toronto line of Canadian National Railways was reopened late Sunday afternoon after being blocked most of the day by the derailment of a westbound freight train.

Thirteen freight cars left the tracks a half-mile east of here. No one was injured.

They were expected to be completely cleared by tomorrow morning.

The derailment occurred one-half mile east of the CNR station here at 9.45 a.m. Sunday.

Passengers on the morning Montreal-Toronto train left it at Morrisburg and were taken to Brockville by bus. In the afternoon, passengers on the Toronto-Montreal train got off at Brockville and went 100 miles by bus to Coteau Landing Quebec to make connections.

17/04/1958

Ottawa Journal

Alexandria

Ottawa New

Greatly reduced traffic congestion in the Union Station will be realized Monday with the transfer of all CNR freight shed operations from Besserer street to Russell Road.

Immediate effect will be to clear Besserer of about half the trucking operations that now clog the whole station area.

Mail, express, and some private trucking will remain.

Removal of the staff, records rail operations of the 50-year old CNR office on Besserer to the new \$350,000 terminus on the Russell Road east of Alta Vista Drive will be completed in one day.

Built by the FDC as part of its master plan for the relocation of local railway facilities, the half mile terminus will the half mile terminus will mean faster local freight delivery and an easing of central Ottawa traffic congestion.

CNR has been loading and unloading 50 freight cars daily at Union Station. CNR officials in Toronto are studying an FDC proposal that the one- and-a-half acre of land occupied by the old Besserer street terminus be demolished and converted into a 160-car metered parking lot for Union Station patrons.

Station patrons. A further seven and a half acres may be available when firms now utilizing CNR rail services vacate the area between Besserer and the Laurier avenue bridge. This week-end an office staff of 50, headed by local freight agent J. E. McGuire is moving records and office equipment to the new quarters. CNR officials stress that business will not be interrupted Monday.

At 10 am Monday. Alan K. Hay, FDC general manager, will present keys for the new building to CNR representatives.

Pictures on page 5.

17/04/1958

Ottawa Citizen

New York Central

Ottawa, Mann Avenue

Used Lumber

Good Used Lumber for Sale

Apply at New York Central Railroad Building, cor. Nicholas and Mann.

Industrial Demolition Co.

17/04/1958

Ottawa Citizen

Alexandria

Ottawa Terminal

C.N. begins railways moving plan.

First phase of the far-reaching railway relocation program under the National Capital Plan has been completed. This phase, planned in 1947, launched in 1950, has been completed two years ahead of schedule.

At 10 a.m. Monday, Alan K. Hay, FDC general manager, will formally present to CNR officials the key for the new CNR local freight terminus on Russell Road at Alta Vista Drive.

Announcement of the above was made at a joint FDC-CNK press conference late yesterday afternoon.

Over the weekend, without interrupting its customer freight service, the CNR will move out of its 50-year-old local freight office and sheds on Besserer Street in the Union Station area. The CNR will be ready for freight business in its new location Monday morning.

The FDC has recommended to the CNR that the old Besserer Street freight facilities be demolished as soon as possible and 1.5 acres of land they now occupy be made available as metered parking space for Union Station patrons. Accommodation for parking 160 cars could be provided by such action immediately east of the Postal Terminal.

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delivery trucks from the traffic congested area around Union Station where the CNR has been loading and unloading 50 freight cars daily.

Cut Unloading Time

As well, the new terminus will provide much quicker handling of local freight. The time to spot cars on the team tracks at the old terminus for direct unloading to trucks will be reduced by several hours.

The Besserer Street terminus was built in 1909 by the old Canada Atlantic Railway, which was incorporated in the CNR in 1923. The old freight sheds were built in 1919, following destruction by fire of the original sheds in that year. By 1953, CNR through freight trains were by-passing the urban area to the south on a new rail belt. In 1955, the CNR transferred its freight marshalling operations from the old Bank Street yards to the new Walkley Road yards on the Capital's southern fringe.

The right-of-way of the old CNR crosstown tracks was then made available for a start last fall on the construction of the Queensway, a \$31,000,000 east-west limited access highway across Ottawa. This was the first conversion of railway right-of-way highway purposes under the Jacques Greber master plan for the National Capital.

21/04/1958

Ottawa Journal

Alexandria

Ottawa New

New CNR freight terminal opened

Second stage of the Federal District Commission's Railway relocation program embodied in long-range National Capital planning was completed today with official opening of the new Canadian National Railway freight terminal at Riverside and Alta Vista Drives.

First train load of 43 mixed Freight hummed to the new terminal under diesel power shortly after 9 a.m.

Keys to the \$350,000 terminal building, built by the FDC, were turned over by Alan K. Hay, FDC general manager, to S.J. Raymond of Toronto, Special Assistant to the CNR central region vice president.

Mr. Raymond, GT Dunn., CN Ottawa division superintendent, and J.E. McGuire, Ottawa freight agent who spent a sleepless week-end overseeing the transfer from the downtown terminal, Road the cab of switcher 8051 as the train pulled in the modern new terminal.

First step in the FDC's projected relocation of most railway trackage in the Ottawa - Hull area was establishment of the Walkley sut off line and marshalling yards. It cleared the crosstown tracks right-of-way for construction of the \$31,000,000 Queensway bypass highway.

In turning over the keys Mr. Hay said

"We hope that before too long we will be in a position to make a parallel arrangement with respect to local freight operations of the CPR".

Transfer of freight and records from the old terminal in the Union Station area was completed "without a hitch quote" the weekend, CN authorities said.

Under an FDC proposal the old terminal will be demolished and the site utilized as a 160-ar metered parking lot for Union Station patrons.

The first train arrived about 30 minutes ahead of the scheduled official ceremony. CNR officials restaged the arrival with three freight cars for the benefit of newspaper and television cameraman.

J.A. Simard, yard foreman directed the Arrival from the top of a box car. The train's engineer was Kenneth Leatham. Other crew members included: Erwin McFarland, diesel helper; Reg Sheridan and Joseph Gautier, yard helpers. All crew members are from Ottawa.

Caption to picture

CNR receives new terminal

Alan K. Hay, FDC general manager, hands over keys to the new \$350,000 CNR freight terminal, to S.J. Raymond, Special Assistant to the CN's central region vice president. The terminal built by the FDC for the railway as part of the national capital rail relocation program, is located at Riverside and Alta Vista Drives. Left to right at today's ceremony JF Maguire, Ottawa Freight agent, Mr. Hay, S.B. Wass was former FDC Railway Consulting engineer, and GT Dunn, the CN's Ottawa division superintendent.

Regular freight Traffic Rolls Into New Terminus

The new \$350,000 CNR freight terminus on the Russell Road at Alia Vista was humming with business activity this morning even before the brief formal opening ceremony at 10.24 a.m.

Over the weekend the CNR had transferred its activities from the old terminus on Besserer Street behind the Union Station.

Alan K. Hay, Federal District Commission general manager, handed over the key to the terminus to S. J. Raymond, Toronto, special assistant to CNR Vice-President Willard Kyle.

First Phase

FDC and CNR officials present were wreathed in happy smiles over completion of the first of the three-phase program for railway re-location in the National Capital Area.

"This terminus is a great forward step in the long-range program of getting rid of the crosstown tracks which mar the National Capital."

The first freight train arrived at the new terminus at 9.15 a.m. from the Walkley Road marshalling yards. A two-car freight special arrived at 10.23 a.m. carrying CNR officials, including Mr. Raymond, Gordon Dunn, Ottawa division superintendent, and J. E. McGuire, local freight agent. On arrival, the special was greeted by Mr. Hay and other FDC officials.

Diesel Engine No. 8051 had the honor of being the first into the new terminus. The special crew included: J. Alphonse Simard, yard foreman; Joseph Gauthier and Regis Sheridan, yard helpers; Kenny Leathern, engine man; and Erwin MacFarlane, fireman helper.

FDC officials accompanying Mr. Hay for the occasion were; John L. McQuarrie, railway consultant; Mr. Wass, retired railway consultant; C. R. Cornish, chief engineer; Allan Kuhns, railway engineering staff; Edouard Handy, commission secretary, and Walter B. Bowker, press officer.

Three of the 50 employees of the CNR freight staff who were specially pleased with the new facilities were long service men: Percy Farmer, accountant; Arthur Dewart, collector, and J. J. B. Renaud, inwards carload distributor clerk. These officials all have been indentified with the CNR freight office here for more than 40 years.

Mr. Hay officiated for the FDC in the absence of commission chairman, J. Howard Kennedy, who is on a business trip to Western Canada.

With Picture

Another Eyesore Disappears

The old freight shed of the now discontinued New York Central Railway, Nicholas Street and Mann Avenue, is being demolished. The city recently bought the NYC property - terminus of its abandoned Ottawa - Cornwall line to make way for the new Queensway. An overpass from Nicholas Street, over Mann Avenue, will lead to Hurdman's Bridge speeding up Nicholas Street traffic.

Hit By Train -Man Killed

LANSDOWNE (CP) Reece Webster, 85, was killed today when struck by a freight train while walking over a level crossing in the center of this community 12 miles east of Gananoque. A retired rural telephone manager he had been en route to visit his brother.

Gananoque Club Meets Aboard Train

GANANOQUE (CP) Members of the Gananoque Rotary Club, meeting on a train to help increase an average of nine passengers a run, heard Monday that railways are still "very much alive" as a passenger-carrying medium.

The club held its regular luncheon meeting aboard the Thousand Island Railway, which links this town 17 miles east of Kingston, with the CNR main line. The four-mile run is believed the shortest in the world. Passenger service was almost discontinued last fall because of the small average.

G. Harry Walker of Toronto, CNR district passenger agent, said an annual saving of 290,000 train miles was made as a result of discontinued runs in 1957. The TIR's night service was halted two months ago.

"The railway changes, adjusts to conditions, retrenches, strengthens itself and concentrates on those areas where improvement will bring the greatest return.

"No one can reasonably expect us to maintain a losing proposition in perpetuity when other services which are profitable are crying for improvement and modernization."

Another Familiar River Landmark Starts to Vanish

Another familiar landmark is now being removed from the St. Lawrence River scene.

One unit of this landmark, the 60-year-old south span of the Roosevelt International Bridge, was removed yesterday. The two remaining units will disappear in the days and weeks to come.

When seaway engineers first envisaged a seaway channel linking the Great Lakes with open water and capable of servicing large ocean-going vessels, they found many obstacles in their path.

One of these was the old south span of Roosevelt Bridge, a link joining Cornwall Island and the American mainland.

Now as the seaway project nears completion this link is severed and a new \$7,000,000

suspension bridge is rising just west of it to take its place. Where the old bridge did not have enough head clearance for larger ships, the new one is designed to provide clearance for the biggest vessels which will be using the new seaway channel when 27 foot navigation goes into use in the spring of 1959.

Both projects, the removal of the old bridge and the erection of the new, are being carried

out by workmen of American Bridge, a subsidiary of United States Steel Company of Cleveland, Ohio. Just north of where they are working a fleet of giant Euclid earth movers and other heavy machinery is being used to deepen the seaway channel where it skirts the south shore of Cornwall Island.

Ferry In Operation

Traffic between Cornwall Island and the American mainland meanwhile flows across the

south St Lawrence channel on the 34-car ferry boat John J. Walsh. The Walsh, purchased last summer by the U.S. Seaway Development Corporation went into service in April and will operate until the new bridge is completed late this fall.

Lieutenant Fred Aron, of the United States Army Corps of Engineers, resident engineer for

the dismantling and removal of the south span of Roosevelt Bridge, was the man in charge of yesterday's project.

The bridge built in three sections, each 368 feet long and weighing 553 tons is to be removed section by section and dismantled.

The north section was the one removed yesterday. Months of preparation had gone into the job and removal was carried out without a hitch.

To the bystander watching the scene it appeared to be a hazardous undertaking. Half a dozen workmen scampered about on the section's superstructure as final preparations were made to free it from the cement piers. The smallest error in engineering could have cost their lives.

Two large flat-bottomed barges were used to transport the massive steel span once it was

wrenched free. A steel falsework platform mounted on the barges acted as a base for the section and huge hydraulic jacks slowly transferred the immense weight from the bridge piers to large, flat-bottomed vessels.

Starts to Move

A few minutes before 11 a.m. everything was ready and the section of bridge, now balanced on the barges, began to creep slowly out into the river.

Had the engineering not been well done, the whole unit could have plunged into the river

carrying with it a work crew of more than a dozen men. It was a perfect take-off, however. Three giant cables anchored in the river, west of the bridge and connected with winches on the barges, provided the motion power.

The delicately balanced assembly was winched 200 feet out into the river. Then a forth

cable came into play. This one was anchored to a "deadman" - steel piling driven into the ground located on the American mainland just west of the bridge approaches. The forth cable drew the assembly alongside the south pier.

Here it was lowered onto a platform built parallel to the south bridge section and using the two southern piers as part of its support.

Workmen, using a crane from atop the south span, will completely dismantle the unit.

Meanwhile the centre span will be loaded on the twin barges and made ready for transfer to the dismantling area. The south span and crane will be dismantled last.

The old bridge was erected in 1898 by the old New York and Ottawa Railroad Company.

Two of the spans dropped into the river in September of that year taking 17 lives and injuring 15 others. The tragedy occurred when one of the cement piers, acting as a support for two of the spans, crumbled while workmen were nearing completion of the project. The pier was replaced and work went on. The bridge was completed later that year.

It was used solely as a railroad bridge by the New York and Ottawa and later by the New

York Central until the mid-1930s when it was planked and motor vehicle service was introduced.

Backing CPR Freight Kills 12-Year-Old Boy

A Hull boy died last night after a freight train rolled over his body when he fell on a CPR siding leading to the E. B. Eddy Company's yard near Taohe Boulevard.

Robert Lacasse, 12, son of Mr. and Mrs. Charles L. Lacasse of 23 Scott Street, was playing with one of his brothers and several other boys at the time.

Hull police said they did not know just what the boys were doing on the right of way and they would continue their investigation.

Police said the train was travelling about four or five miles an hour at the time of the accident. It was the 17th car of the train that passed over the child.

Coroner Dr. Gerald Brisson said he had made no decision as yet on an inquest. The body is at the Emond Funeral Home.

Police repeated a warning that this area, called "Rock Cut", an isolated piece of land on private railroad property, is posted against trespassers.

Train Backing Up

The train was backing in an easterly direction into the yards when the accident occurred at the rear of 43 Miller Street.

Engineer of the switching train was Albert Wilson of 468 Clarence Street.

Playing In Yards

The dead boy's sister, Nicole, 14, said she thought the boys had been playing cowboys and Indians on the railway line.

Robert apparently tripped on a track as he ran across the rails, police said, and fell to the rails as the train passed over him, severing a leg.

He died while being rushed to Sacred Heart Hospital by Emond Ambulance Service.

Centre Unit of Bridge Is Removed

The centre unit of the south span of Roosevelt International Bridge was successfully removed yesterday afternoon despite a driving rain storm which presented an additional hazard to the already hazardous undertaking. Like the north section of the structure removed on Tuesday the work was carried out by a crew of American Bridge Company workmen, using twin barges laced together with a steel framework platform.

Unlike Tuesday's operation, however, yesterday's move saw workmen swing the giant span eastward into the river. It was brought up on the east side of the south section. Now all three sections of bridges are sitting parallel to each other near the American shore. -

Crane on Hand

A giant crane located on the south section is sitting between the two other sections and will be used in dismantling them for salvage. Dismantling work is scheduled to begin soon.

Rigging for the winch operated barges had to be transferred east into the river before yesterday's task could be carried out. Four cables attached to anchors in the river and the American mainland and attached to winches on the barges provided the motive force for the operation. They were upstream when the north section was removed Tuesday, but had to be transferred downstream for yesterday's manoeuvre.

When the first two spans have been dismantled the barges will be moved under the remaining south section and will be cut apart for salvage.

American Bridge officials could not say how long the entire project would take to complete.

After serving for 60 years as an important traffic link between Cornwall and Massena, the south channel spans of Roosevelt International Bridge have been sold as scrap to the Abe Cooper Watertown Corporation.

The three spans will provide 1,659 tons or 3,313,200 pounds of No. 1 grade scrap steel.

Price paid for the spans was not disclosed.

Dismantling of the bridge is being carried out by American Bridge Company, builders of the new high-level suspension bridge. It will be a summer-long job.

The steel from the bridge will be loaded, section by section, on gondola cars for shipment to Watertown. There, in the corporation yards, it will be cut into lengths suitable for foundry and steel plant usage, according to Gilbert Matlow, executive vice-president.

As the market for good quality junk steel is firm, it is expected the bridge components will be disposed of soon.

Picture.

The Canadian Pacific Railway shops on Bayview Road were heavily picketed, yesterday, the first day of the fireman's strike. Picketers are seen marching along the right of way before the 3.45 Brockville train pulled out from the yards with a full crew, one of them a fireman who breached the picket line to take his place in the engine cab.

Another picture and full report.

Truck Driver Safe As Train Hits Vehicle

A trailer truck driver escaped with a shaking up Friday night as a north bound CPR train slammed into his tractor at the Kilbourn Avenue crossing just west of Blossom Drive.

Joseph. Couture, 40, of Gatineau was driving a tractor with float attached owned by Charles Burnsides Ltd., of 1009 Wellington Street, east on Kilbourn when the smash occurred at 6,20 p.m.

Although he hit his head on the roof of the cab as the train smashed the tractor causing an estimated \$1,500 damage he was not injured.

View Obstructed

Damage to CPR train No. 76 in charge of conductor R. J. Midkiff and engineer V. Dier was slight. The train consisted of 21 cars.

Couture told police his view of the crossing which carries no flashing signals was obstructed.

Const Bernard Somers investigated.

Race along railway bridge fails, CPR workman killed by locomotive.

Smiths Falls - A railway employe trying to run from the path of a train on a bridge over the Rideau River here yesterday afternoon was struck and killed only a few feet from safety.

The victim was William Edward Payne, 38, of Third Street, Smiths Falls, a bridge man with the bridge and building department of the Canadian Pacific Railway. Payne was with a 10-man crew reinforcing concrete in the stone piers of the 170-foot span which crosses 30 feet above Sly's Rapids at the southeast edge of Smiths Falls. He was standing alone on the bridge deck about 20 feet from the north end when the train approached.

Foreman Mervin Cowell said he shouted a warning to Payne but his cries may have been drowned in the noise of a compressor being operated on the job. The other workmen were on a scaffold below the bridge deck.

Cowell watched helplessly as Payne made his dash from the bridge. "I thought he had made it," Cowell said. "He was only about two ties from the end when he was hit."

Payne's body was flung onto the east side of the bridge abutment by the diesel locomotive. Coroner Dr. J.J. McGuire said he died of multiple injuries, including extensive head injuries. There will be an inquest, he said. Smiths Falls Constables Don Wilson and Gordon Underwood investigated.

The train was a regular passenger unit, No. 262, bound from Brockville to Ottawa and due in at the Smiths Falls station, about two miles from the bridge, at 4.40 p.m.

It was reported that the union foreman in the crew, Wilfred Gibbons of Ottawa, saw the man on the track as the train came out of the curve south of the bridge.

The train was braked but not in time to avoid hitting the maintenance worker. The engineer was Al Imeson and the conductor was John McNally, also of Ottawa.

The tragedy was witnessed by W.B.Malloy, canalman at Old Sly's Locks. He was standing with his nephew, Harvey Traversey, and another canal worker, Arthur Truelove. They attempted to wave down the train. It stopped a short distance along the track, backed up and brought Payne's body in the baggage car to the Smiths Falls station.

--

From Bruce Chapman I dug out my dispatch books and RS-10 8469 was the culprit.

14/05/1958 Ottawa Citizen

Beachburg

Alice

Man Injured When Struck By Train

PEMBROKE (Special) Anthony Etmanskie, 23 - year old Wilno, Ont., bush worker, is in Pembroke General Hospital with a fractured leg and facial lacerations suffered when he was struck by a train near here Tuesday afternoon.

Etmanskie, employed by Shoosplin Wood, Ltd., of Pembroke, in operations near the scene of the accident, was crossing a railway bridge over the Indian River, one mile south of Alice Station, in turn 10 miles south of Pembroke, when he was struck.

Details are vague, but it is believed he was knocked from the bridge by a slow-moving CNR freight train.

16/05/1958 Ottawa Citizen

Sussex Street

Driver Unhurt As Car Hits CPR Freight

A Hull motorist escaped injury, but his car was badly damaged, at about one o'clock this afternoon, when the auto struck the side of a CPR freight train caboose at the Donald Street level crossing in Overbrook.

Emmanuel De Mereiras, of 730 Falardeau Street, Hull, was driving west on Donald Street when he saw the train, an 11-car freight which was backing toward Eastview. The driver attempted to stop, but his small English auto skidded into the side of the caboose. The train, moving at only about eight miles an hour, according to Conductor John Taylor, of 282 Arlington Avenue, dragged the small vehicle about 20 feet.

The conductor said the train had made an emergency stop just a block away, at the Queen Mary Road crossing, when it appeared that driver was going to drive into its path, and was moving very slowly at the time.

Two teen - age witnesses, Gerry Jolicoeur, 14, 105 Donald Street, and Gordon Foster, 18, Riverside Hotel, corroborated details of the accident

16/06/1958 Ottawa Citizen

Brockville

Brockville

Brockville Youth Dies After Car-Train Crash

BROCKVILLE (Special) The death of 17-year-old Glen Ferguson, following a truck and train crash, ended Brockville's record of 744 fatality-free days. The last death due to a traffic accident had been on May 30, 1956.

Ferguson's death occurred in hospital here Friday evening, about five hours after the accident.

The train, No. 261, a diesel-hauled (sic) passenger from Ottawa en route to meet a Montreal-Toronto train waiting at the station here, hurled the Ferguson vehicle down a steep embankment with the impact.

Ferguson was pried from the twisted wreckage and laid on a nearby lawn pending the arrival of an ambulance which was held up by a freight train, at the William St. railway crossing. The ambulance was delayed for about five minutes. No delay was reported in rushing the youth to the hospital.

27/06/1958 Cornwall Freeholder

New York Central

Lose Claims for Damages Against NYC

Railway employees of the New York Central Railway Thursday lost their claims in the Supreme Court of Canada for damages resulting from the abandonment of the railway's line between Ottawa and the United States border.

The Brotherhood of Railway Employees had asked the Board of Transport Commissioners to order the company to pay workers any financial loss as a result of a change of residence following the abandonment of the lines. The board rejected the claims.

New York Central was authorized by the board to abandon its service to Ottawa after construction of the St. Lawrence Seaway forced removal of a railway bridge in the Cornwall area.

The brotherhood appealed the no-damages judgment of the Board of Transport Commissioners.

02/07/1958 Ottawa Citizen

Beachburg

Heron Road

Man Injured As Train Wrecks Truck

A Heron Road train-car crash sent one man to hospital and completely demolished a stake pick-up truck early Dominion Day.

Held in hospital for cuts, scrapes and possible internal injuries is Gerald Stewart of 322 Powell Avenue. He was proceeding east on Heron Road when the truck was struck by the Canadian National Railways crack train No. 4 bound from Vancouver to Ottawa.

Engineer of the train, George Fournier, 63, of 122 Glenora Avenue said he had sounded all the usual whistles for the crossing.

Stewart's truck was loaded with empty oil cans and police said the noise of the cans in the rear might have drowned out the sound of the whistle.

The truck was considered a total wreck and slight damage was done to the side of the engine.

15/07/1958 Ottawa Journal

Maniwaki

The CPR's Maniwaki-Ottawa single-car gas-turbine train was three hours late arriving in the Capital on July 14, 1958 - it ran out of gas! The 50 passengers were amazed when the car chugged slowly to a halt in the Quebec bush, five miles north of Low. "No gas", was the operator's verdict after checking the 560-gallon tank. A hurried call brought a 45-gallon drum of fuel to the nearest crossing. But the drum was too bulky to lug the 200 yards down the track to the stalled train. Trainmen hauled gas in a two-gallon can. After the third trip there was enough fuel to continue into Low where 500 gallons were secured. (Branchline)

Ed. note: The gas 'turbine' would likely have been gas-electric No. 9005 which shortly after this embarrassing episode was replaced by a Rail Diesel Car.

18/07/1958 Ottawa Citizen

Carleton Place

DERAILMENT IS AVERTED

Possible derailment of the fast Toronto-Ottawa CPR passenger train at a West End crossing last night was averted when a passing motorist spotted a broken rail and notified railway officials.

The damaged rail was replaced in time to allow the Ottawa-bound train to continue its trip without delay. The motorist drove away without identifying himself.

He had stopped at the level crossing for a Smiths Falls bound freight train when he noticed about 10 inches of track had broken off.

The regular evening passenger train from Toronto travels that particular section of track at a high rate of speed.

08/08/1958 Brockville Recorder

Kingston (CN)

The "Moccasin" has made its last run. Ending 103 years of railway service, the "Moccasin", famous old 'milk train' went out of existence today. Falling revenues, passengers dwindles to an average of four per trip - forced the Canadian National Railway to eliminate the run.

Farewell To "THE MOCCASIN"

Today the term "moccasin" loses the special meaning it has had for many local people. The older generation in Cornwall and along the Front considered "The Moccasin" part and parcel of their lives.

This Canadian National passenger train was one of the oldest trains in Canada keeping substantially the same schedule. >From the first day of public use of the rail line through the St. Lawrence Valley 103 years ago, "The Moccasin" has made its regular run between Brockville and Montreal.

For several years it has been only too clear that the Moccasin was too poorly patronized to pay its way. With mail services by train withdrawn in many places, the threat to its continued existence was real and immediate. Today it makes its last run.

Not many years ago, this train was one of the chief means of local transport. It was convenient to go into the city in the morning and out again on the noon or afternoon local. But after the Moccasin became the last passenger train offering local service, using it meant too long a day in town for most people, and either bus or automobile provided more convenient travel.

We are sorry to see the last vertige (sic) of local passenger service disappear, and the effect on residents of many small settlements will be one of inconvenience. There will be less work for railway personnel as well.

Since the train itself is gone, it is unlikely that anyone will ever resolve the controversy about the origin of its quaint name. Likeliest story is that once it was patronized heavily by Indians from Caughnawaga and St. Regis. People from the city or recently from Europe, were impressed by their strange passengers and the name lasted for longer than the wearing of native footgear for train travel.

"The Moccasin" never has any claims to elegance, and most of the slender shreds of glory that clung to it vanished two or three years ago when it became diesel-powered. It was occasionally steam-powered at the last, but with a diesel it assumed an almost shame-faced look.

But at least its name gave it a distinction, and local people were proud of it though they seldom used it to go to Montreal. Comparatively, prosaic trucks will carry its modest load of express matter, and local train service will become only a memory.

11/08/1958 Cornwall Freeholder Kingston (CN)

Tired Moccasin Fades Out - Link With Old Days Snaps

In the waiting crowd at every railway station are two types of people - those who have come to catch a train and those who are seeing off a friend. The train figure at Cornwall C.N.R. station on Saturday night fell into the second category. But the "friend" he was saying goodbye to answered his "Bon Voyage" with a mournful hoot.

A train's long and useful life was at its end and Mr. G.L. Smith of Cornwall Commercial College was chief mourner.

Behind him in the warm air-conditioned comfort of the waiting room sat the unheeding passengers. For them, this was just "the train to Brockville." But to 80 year-old George Smith, veteran Cornwall school teacher it was a sad moment. To him the impersonal voice of the announcer sounded like a death knell...the severance of a link with his youth.

In 1855 the Moccasin left Montreal for its first journey to Brockville to start a service which the Montreal weekly Gazette announced would be of "great value to Montreal in extending the period of the fall trade which heretofore was always too soon closed by the frost.

Forty years later at the age of 18, Mr. Smith first travelled on this train to Montreal - "can still remember that trip as though it were yesterday," he recalls. "We've both grown older since then. I've taught 18,000 pupils and she carried millions of passengers."

Lorne Perry of the C.N.R. P.R. Department was aboard the ageless locomotive and he too was in a reminiscent mood.

"Six days a week for the past 103 years, this train has covered the same ground, covering a total of some 4,000,000 miles.

"Now it will be stored in Montreal in running condition for about six months, to be used in emergencies; after that it will probably be scrapped" he revealed.

He was unable, however, to predict the fate of the station agents at Bainsville, Lancaster, Long Sault, Summerstown, Ingleside and other points en route.

"Although there will no longer be passenger trains passing through, there will still be the freight trains," he said.

A party of members of the Canadian Railroad Historical Association, who travelled as far as Cornwall on the train spoke glowingly of the "fine turn-out" at River Beaudette.

Arch Foe

"The Moccasin" has always lived in an atmosphere of competition. Its first competitors were the river boats whose route is paralleled. The steamboat operators regarded the train as an interloper, a fad, and promptly started advertising the somptuous (sic) cabins and fine food aboard their vessels, stressing the safety of river travel.

However, "The Moccasin's" selling point was its speed, slow by today's standards at 22 miles per hour, but fabulous in 1855. "The Moccasin" won this round with its competitors but didn't do so well with others.

In the early part of this century "The Moccasin" carried a heavy load of milk into Montreal every day but in recent years, highway trucks have taken it all. Passengers, at one time filling every seat on the train, have found that the automobile better suits their requirements and "The Moccasin" has been left with no reason for survival. C.N.R. officers viewed the train's chronic losses with dismay and decided that the end must come.

Wood Burner

When "The Moccasin" first started running, it was probably pulled by a diminutive wood-burning locomotive called a "Birkenhead", so called because it was built in Birkenhead, England. It has four small leading wheels, for large driving wheels, a long pointed "cow-catcher" and a giant spark-catching smokestack.

Behind it were four cars - a baggage car and three coaches all painted bright yellow, the Grand Trunk's colour scheme at the time. They were similar to the coach in C.N.R.'s Museum Train, with open vestibules, very small windows, coal oil lamps and a huge box stove at one end.

"The Moccasin" has been a local train for all of its life. It stopped at every station and seldom carried through passengers. In the early days its arrival in town was the major event of the day; the townspeople showing great curiosity as to who might be disembarking.

By the time the railroad came along in 1855, the area was well settled. Towns like Coteau, Cornwall, Morrisburg and Prescott were thriving market towns with good port facilities. Travelling salesmen (or "drummers"), merchants en route to negotiate timber, itinerant workers who moved with the seasons, used the train regularly, and on market days the train would be filled with buyers and sellers for a few miles on either side of the market centers.

No Ladies

Ladies did not ride the train in those days; they preferred the seclusion and comfort of the steamer cabin. Families settling in the area would also be inclined to travel by river.

The baggage car was loaded with a variety of merchandise on every trip, most of it household necessities. Barrels and boxes of crackers, molasses, tea, coal oil, dried fruits, and flour were mixed with mail sacks, and other items that required speedy delivery.

The train crew was similar to that of today but their jobs have changed. The fireman earned his living tossing three-foot hardwood logs into the hungry firebox. The engineer started and ran his train much as he would today but when it came to stopping, he had to whistle to the brakemen riding the open vestibules of the coaches, and they cranked the brake wheels until the train came to a stop. The conductor no doubt had troubles with Indians who didn't speak English and seasonal laborers who couldn't afford the fare.

Keeping on schedule was also a problem for the train crew because each town reckoned its time from the sun; this was before Sir Sandford Fleming invented time zones.

Financial loss to the amount of approximately \$132,000 annually is the reason for the discontinuation. In order to continue serving the Brockville, Cornwall, Montreal section, The C.N.R. will inaugurate a truck service between Cornwall and Brockville and Cornwall and Montreal. Also, other trains running on the Brockville line will be utilized to ensure the public as good or better service than they had with the "Moccasin Train."

In addition to the articles above is the following notation: The engineman of the last Moccasin heading east was Mr. Paul Luciuk, and the conductor was Mr. Rene Duchaussoy. On the last Moccasin heading west were Mr. Lorne Perry, Public Relations Department of the C.N.R., Mr. J.H. Easton, Assistant Superintendent of the St. Lawrence Division, C.N.R. and several members of the Montreal Branch of the Railroad Historical Society.

Railways reject scheme to move Union Station.

An FDC suggestion, some months ago, that a new \$5,000,000 Union Station be built near Hurdman's Bridge, was turned down by the CNR and CPR within the past few days. The Citizen was informed today. The proposed site would be two miles from the present Union Station opposite the Chateau Laurier.

The FDC idea for the consideration of both railways, constituted an entirely new approach to the railway relocation plan for the National Capital Area. It was made in the light of acceptance by all concerned that the Union Station would not be moved to the Walkely (sic) Road area, 7.5 miles from the Chateau, for possibly 25 or 40 years' time.

Alan K. Hay, FDC general manager, confirmed the fact today that the Hurdman's Bridge area for a new Union Station had been suggested by the FDC. He declined to say which railway turned thumbs down on the proposal.

"The idea was just one of those things explored along the way with regard to the railway re-location problems," Mr. Hay added. "From the reply given (by one or both railways) it looks as if nothing will come of the suggestion."

Changes In Express

Mr. Hay agreed that some considerable changes might have to be made with regard to the handling of express at the present Union Station. But, he emphasized, everything concerning the railways is in a state of flux these days, with piggy back, etc. No one can tell, he commented, how much might be spent in the end on improved express facilities at the present Union Station.

Negotiations are still proceeding between the FDC, CNR, and CPR looking to an agreement for terminal operation of joint railway facilities. Such an agreement would permit the abandonment of 25.8 miles of CPR lines, use of the Interprovincial Bridge to Hull for railway purposes, etc.

23/08/1958 *Ottawa Journal**Ottawa Electric**Beechwood*

Ottawa Tram Nudges Shop Front

A tram which jumped the tracks on Beechwood avenue at McKay street about midnight stopped inches short of crashing through a store front and left 67 feet of gouged pavement and six feet of split rail. No one was injured.

A car driven by Guv Gravelle, 37, of 24 Carillon street was damaged by the tow-bar when the rear-end of the tram spun around.

Mrs. Ann Oakley, 336 Fairmont avenue, and two unidentified male passengers left the scene before the arrival of police. None reported injury to motorman Harvey Hubert Brown, 45, of 50 Bell street.

Brown told Constable Vern Johnston he was westbound on Beechwood when he felt the big vehicle lurch and veer sharply toward the sidewalk. OTC officials said they believed the derailment was caused by a wheel.

The tram stopped at the store front of Art's Smoke Shop, 27 Beechwood, a few inches in front of two plate glass windows.

Police measurement indicated the trolley travelled 31 feet on one rail before jumping off.

Force of the derailment split several sections of rail totalling about six feet.

Workmen put the street car back on course in an hour after towing it from the sidewalk with another tram.

12/09/1958 *Ottawa Citizen**Prescott**Keith Post*

Page 1 with pictures

Fireman Saves Child

Mrs. Eldon Milford, of 26 Railway Street, holds her two-year-old son Dale (above) at the scene of a near-tragic accident involving him yesterday afternoon. Dale was scooped by a train crewman from in front of a Canadian Pacific Railway Freight Train after he had frozen with fear and couldn't move out of the way of the approaching locomotive. Fireman Keith Post of 1238 Amesbrooke Street, Copeland Park (below) stands on the footboard of the diesel to illustrate how he bent down and grabbed the child, saving him from being run over by the train.

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Fireman Saves Toddler From Wheels of Engine

Quick thinking by a Canadian Pacific Railway freight crew yesterday saved two-year-old Dale Milford from certain death under the wheels of their diesel locomotive.

Fireman Keith Post of 1236 Amesbrooke Street, Copeland Park, rushed to the front of the train as it bore down on the fear-frozen youngster, scooped him up from in front of the wheels and rolled to safety with him down the right-of-way embankment.

The near-tragedy happened in the west end where the CPR's mainline to Prescott runs parallel to Young Street.

Dale, the son of Mr. and Mrs. Eldon Milford of 26 Railway Street, had been playing along the track when the late afternoon mixed freight approached Ottawa from Prescott.

300 Yards Away

Trainman Kenneth Hart of 13 St. Francis Street, Ottawa, first noticed the youngster when the train was about 300 yards away from him. Dale was clothed in blue and, at first, the train crew thought he was a bundle of blue paper until he looked up.

Post was the first to react after engineer C.A. Butler, also of Ottawa, applied the emergency brakes and sounded the bell and whistle.

Frozen With Fear

"He was frozen with fear, with his hands up above his head (as if to fend off the locomotive) and his mouth open as if trying to scream.

"I don't know how fast we were going at the time. We were travelling about 20 miles an hour when we saw him. But I reached down, scooped him up and fell into the ditch with him."

Mr. Post said the child didn't say a thing until he got to his feet, then he started to cry. The fireman took Dale across the field to Railway Street where a neighbour came out and picked him up in her arms.

Dale escaped without a scratch. Fireman Post suffered only bruises to his right knee, and he was back at his post on the Ottawa-Prescott freight again today.

No Thought Of Danger

He told The Citizen that everything happened so quickly that he didn't even think of possible danger until it was all over.

The father of two daughters, Mr. Post said his first reaction when he saw Dale on the track was that the train couldn't stop in time to avoid hitting him. Although all emergency braking was applied, he felt the momentum of the train would carry it past the place where Dale stood riveted with fear.

So there was only one thing to do, he said, and he did it.

Mrs. Milford told The Citizen that she was away from home at the time, and Dale was in the care of a baby sitter.

The first the baby sitter knew of the incident was when neighbour, Mrs. Armand St. Jean of 18 Railway Street, brought Dale home in her arms.

Today Mrs. Milford still is recovering from the excitement, she said.

"I am thankful that the trains do not go fast through this section. If it had, Dale would have been killed. I am grateful to the railway man who risked so much to save my boy".

The Milfords are in the process of moving to a new home on Holmwood Avenue.

Leaps From Train Saves Child's Life

A Canadian Pacific Railway fireman yesterday afternoon leaped from the footboard of a diesel engine to push a two-year-old child from the path of the moving freight.

Keith Post, 1238 Amesbrook Drive, was credited with saving the life of Dale Milford, son of Mr. and Mrs. Eldon R. Milford, 20 Railway street.

Wandered Away

The child, left in the care of a baby sitter, had wandered from the house and was playing alone on the railway tracks across the street from his home when the train approached, returning from its daily freight run to Prescott.

"It looked like a piece of blue paper on the tracks", said Mr. Post, "but when we realized it was a little boy, the engineer put on the emergency brake."

The boy stepped out over the rails but was still in the path of the engine.

With the train slowed to about eight miles per hour, Mr. Post climbed to the front of the engine and jumped, pushing the child to safety.

"He wasn't hurt" said the fireman, "just scared and crying."

Mr. Post has been with the CPR for 12 years and is chairman of Lodge 172, Brotherhood of Locomotive Firemen and Enginemen.

20/09/1958 *Ottawa Citizen*

Prescott

Youth Unhurt As Train Strikes Car

Paul Lanoy, J6, of 32 St. Francis Street, escaped injury yesterday afternoon when the car he was driving was struck by a slow-moving freight train at the CPR crossing on Carling Avenue, west of Preston Street.

The youth told police he was travelling east on Carling, close to the boulevard. As he moved into the center lane, a truck stopped at the tracks obscured his view of the train approaching from the right.

The train, operated by engineer John Gillespie of 529 Brierwood Avenue, struck the right rear of the car.

Lanoy said he failed to see the blinker lights or hear warning bell at the crossing.

Damage to the car, owned by Alpherie Viau of 32 Francis Street, was estimated at \$900.

The accident was investigated by Const. Robert Wilkins of No. 2 Police Station.

04/10/1958 *Ottawa Citizen*

Lachute

Gatineau

Couple, Child Unhurt As Train Hits Auto

A Gatineau Point couple and their 15-month-old son escaped serious injury Friday afternoon when their small English car was struck by a slow-moving freight train at the CPR crossing on Highway No. 8 in Gatineau.

Treated for minor injuries at Notre Dame Hospital, Gatineau, were Mrs. Jacques Beausoleil, 22, of 5A Aime Street, and her small son Denis.

Gatineau Police Chief Elzear Plouffe said Mrs. Beausoleil's husband, driver of the westbound car, failed to notice the train. Mr. Beausoleil was unhurt.

The car was carried some 300 feet along the track by the impact, and crowbars had to be used to extricate Mrs. Beausoleil and her son.

The chief said a watchman was holding a stop sign at the crossing and automatic signals were also functioning there at the time of the accident.

Chief Plouffe drove the injured to hospital, where they were treated by Dr. Bernard Desrosiers.

06/10/1958 *Ottawa Citizen*

Prescott

To Honor CPR Fireman For Saving Little Boy

An Ottawa locomotive fireman - Keith Post, 33, of 1236 Amesbrooke Street, Copeland Park who risked his own life to save a two-year-old boy from the wheels of a CPR train September 11, will be honored tonight at a special ceremony in Montreal.

Mr. Post will receive the September safety award of the Brotherhood of Locomotive Firemen and Enginemen for his feat of snatching Dale Milford, son of Mr. and Mrs. E. Milford, 26 Railway Street, from certain death when the child "froze" in the path of the train.

Stanley Knowles, executive secretary of the Canadian Labor Congress, will present the Brotherhood's plaque to Post.

The second part of the award, a cheque for \$230, will be presented by H. E. Gilbert, international president of the BIF and E.

N. R. Crump, CPR president, has been invited to attend.

Eligible For Annual Award

Mr. Post's selection as "Locomotive Fireman of September, 1958" makes him eligible for the brotherhood's annual award, which is given to one of the 12 monthly winners. A committee of representatives from labor, the press, railroad management and government selects the yearly winner.

Mr. Post was the fireman on CPR freight train No. 93 on the afternoon when the near-tragedy occurred in the West End where the CPR's mainline to Prescott runs parallel with Young Street. Crewmen saw what they at first thought a piece of paper on the track. Then they recognized the object as a child. The engineer, C. A. Butler, of Ottawa, immediately applied the brakes and sounded the horn but the child froze with fear in the path of the train.

Scooped Up Child

Post rushed out on to the front footboard of the engine and scooped up the terror-stricken child. Just as he grabbed the little boy he, threw himself and the child into a ditch alongside the tracks.

Half the engine passed over the spot where the youngster had been.

Post, who is the father of two children, suffered slight bruises in' the fall but the little boy escaped injury.

Lumbermen survive train derailment.

THURSO (Staff) At least 25 lumbermen were injured - one seriously - when a company train struck a washout just north of Duhamel Monday morning. Duhamel is about 30 miles north of here.

Injured and admitted to St. Michael's Hospital in Buckingham were seven men. They are:

Pierre Blais, 65, of Montpellier, with a fractured skull, fractured left arm and glass cuts to the body. His condition is critical and he is in a semi-conscious condition.

Aldee Riopelle, 39, of Montpellier, with a dislocated left shoulder.

Andre Louzon, 27, of Duhamel, with a fractured right leg.

Robert Belisle, 32, of Cheneville, with a fractured left arm and lacerations to the face and body.

Simeon Pilon, 57, of Cheneville, with several fractured rib; and lacerations to the face and body.

Jean Louis Faubert, 39 of Duhamel, with a broken right arm, assistant train engineer, he was trapped in the cab for three hours.

Theophile Fournier, 38, of Cheneville, with a broken left leg and a possible fractured right leg, and facial lacerations.

It is understood that possibly 20 other men were treated at the hospital but not admitted.

Beaver Dam Breaks

A broken beaver dam was blamed for the accident by spokesmen for the Singer Manufacturing Company in Thurso.

About 75 men were aboard the one - coach train when it struck the washout at eight o'clock. The Singer Company -woods division - operated the train. It was heading from Duhamel to the Singer lumber camp about 20 miles north of there when the mishap occurred.

Ambulances were rushed to the scene from St. Andre Avelin and Montebello. Automobiles and trucks were used to take the injured to hospital at Buckingham, 40 miles west of there.

The ambulances and doctors were in operation from eight hours before the injured men and others were all admitted or completely X - rayed at St. Michael's.

Aerial photos of the wreck scene showed the engine plunged into the water but the single coach behind it remained up-right on the rails with the front half of it projecting over the embankment leading to the water.

This was denied by several company spokesmen.

They said the mishap happened about 17 miles north of Duhamel - a spot only accessible by small track cars and trains, Nobody was allowed on company property except officials.

Several small track cars were used in transporting the injured men to Duhamel for transfer to the waiting ambulances.

Ice - Coated Rails

The train engineer, Albert Degagne, 54 of Cheneville apparently knew of the washout in time. The tracks were frozen, however, and the train skidded for some distance when the brakes were applied to the small diesel locomotives.

The men inside were shaken up and glass windows were broken when the train came to a sudden stop. The broken glass accounted for the many cuts sustained by the men.

One report said the washed-out section of the embankment was about 50 feet long. It was one of the largest beaver dams constructed in streams and creeks along the private line.

It apparently burst under the heavy rains during the holiday weekend. This was the third time in recent years that broken beaver dams were responsible for washouts on this line.

A company crew was out at the scene all day repairing the damage.

At St. Michael's Hospital a team of three doctors took care of the patients brought in. They were: Dr. P. E. Belisle, Dr. Gerard Rochon and Dr. Jacques Joubert. Company officials were in Duhamel most of the day.

15/10/1958 *Ottawa Citizen**Renfrew*

Set Dates

By The Camddam Press The board of transport commissioners will hold hearings in Pembroke Nov. 18 on an application by the CNR to cancel two passenger trains operating between Ottawa and Barry's Bay. The hearings originally were scheduled to be held in Renfrew Nov. 18. The two passenger trains 89 and 90 operate between Ottawa and Barry's bay daily except Sunday.

18/10/1958 *Ottawa Citizen**Chalk River**Renfrew*

Uninjured As Train Hits Car

RENFREW (Special) A Renfrew man narrowly escaped serious injury Friday afternoon when his auto was struck by the CPR dayliner at the Munro Street level crossing.

Ronald Desjardins, 25, of 47 Lisgar Street suffered light shock when his auto was spun around twice and carried more than 15 feet down the track. The car was wrecked.

Renfrew police said Desjardins was travelling south on Munro Street East when the car was struck by Ottawa-bound train No. 260. The train hit the front of the car. The car sheared off a level crossing sign.

Desjardins told police he saw the train approaching. He applied his brakes but was unable to stop because of the slippery pavement. It was raining at the time.

Engineer of the train was Eugene Picke of Ottawa.

The accident was investigated by Renfrew Police Const. Peter Russell.

23/10/1958 *Ottawa Citizen**Renfrew*

Barry's Bay Ottawa Mail Run To Stop

ADMASTON (Special) - Rail-vay service will be discontinued between Ottawa and Barry's Bay with the change of time on October 26.

The last trip will be made Saturday, October 25 on the Canadian National Railways passenger trains No. 89 and No. 90. Mail for Barry's Bay will be transported from Ottawa by truck as a continuation of the Fitzroy Harbor-Galetta service, stopping at intermediate points enroute both ways.

The Ottawa-Barry's Bay service will by-pass Admaston post office. Mail for Admaston and Admaston RR 1 will be brought from Renfrew by mail courier for RR 2 Renfrew.

The hearing by the Board of Transport Commissioners for Canada of the application by the Canadian National Railways for permission to discontinue passenger train service between Ottawa and Barry's Bay will be held in Pembroke Council chambers at 10 o'clock on November 18.

Representatives of Admaston Council, Admaston post office box holders and Fluid Milk Shippers will attend the hearing to protest the application of the CNR to discontinue passenger train service.

Ten of Ottawa's oldest streetcars - some of them veterans of 44 years service on the Capital's streets, are on their way to the junk yard. As part of the Ottawa Transportation Commission program of converting from trams to buses, these huge steel and wood trams were sold by tender and are being reduced to salvage.

One by one they are taken to the OTC's Richardson Road siding where they are stripped of their wheels and towed by truck to the wrecker's yard at the corner of Scott and Bayview Road.

it was originally intended to sell 10 of the old 600 class of street car built between 1913 and 1917.

It was later decided to keep three of the 600 class and dispose of three later-built trams that had been in accidents and would prove costly to repair.

All of the cars involved were built in the Capital by the former Ottawa Car Company.

They were offered for sale by tender to M. Zegerman (sic) and Company Ltd. for \$300 each.

Carted off to the scrap yard are seven 600-class trams built in 1914 and 1915; two of the 800-class, 806 built in 1924 and 843 delivered in 1925 and one of the 900-class 902 delivered in August, 1933.

The three 600 class trams got a reprieve and will be replaced as soon as the next group of new buses is delivered here. OTC manager of transportation, William Purdy told the Citizen today.

The big 600's plied mainly the Britannia line, carrying thousands of happy, carefree small fry and picnickers to the park and beach, over the decades. On weekdays they carried hundreds to work in the city's business section each day.

With their demise goes many a nostalgic memory, perhaps of harmless flirtations and budding romances struck up while hanging onto swaying straps in a crowded aisle.

The article is accompanied by two pictures showing a wheel being cut and a car being lifted off its trucks.

07/11/1958 *Ottawa Citizen**Kingston (CN)**Prescott*

Near Own Home

One Killed, Two Hurt In Train-Car Collision

PRESCOTT (Special)-A Prescott man was killed and two young daughters critically injured in a CNR level crossing accident within sight of their home here yesterday.

John Rodney Rupert, 33, was instantly killed, and his two daughters, Ruth, 4, and Joan, 2, are in a Montreal hospital in serious condition after an east-bound CNR freight struck the Rupert car and dragged it 95 feet along the track.

All three were thrown from the car when it struck a signal box along the railway right-of-way. Rupert's body was found 20 feet from the signal box and his two daughters were found, one on each side of the wrecked automobile.

Cpl. Tom Conaway of the Prescott Police Department said Rupert was returning home from a trip to a downtown drugstore after buying medicine for his third daughter, Lorna, who is ill with measles.

The Rupert home is only a few hundred yards from the scene of the accident.

Engineer Hugh Foss of Brockville told police he saw the Rupert car approach the crossing. The engineer said the car started to make the crossing, then stopped and attempted to back up. He said there was not sufficient time to stop the train.

The 3-engine diesel freight was enroute to Montreal with 102 box cars.

The Rupert children were taken to Brockville General Hospital and later transferred to Montreal Neurological Institute.

10/11/1958 *Ottawa Citizen**Kingston (CN)**Prescott*

Tot Dies After Crash At Crossing

Ruth Rupert, 4, one of two small sisters seriously injured when their father was killed in a car-train crash at Prescott last Thursday, died in Montreal Neurological Hospital early Sunday morning.

Her two-year-old sister Jean is still in critical condition in the same hospital. Both underwent surgery for fractured skulls received in the accident in which their father, John Rodney Rupert, 30, of Prescott was killed.

The father and two little girls are believed to have been on their way to their home, located north of the CNR tracks, when the car was struck by a 102-car diesel powered freight train.

14/11/1958 *Ottawa Citizen**Alexandria**Vars*

A CNR special train loaded with 2,000 excited children and their parents will travel to a country point to meet Santa Claus Saturday morning.

Freiman's Santa Claus Special will take them to the village of Vars, 17 miles east of Ottawa. There the eager passengers will give Santa Claus a rousing welcome as he floats down from the skies in his helicopter.

Santa will then board the special 18-car train and make the return trip to Union Station with the group. Mayor Nelms will be waiting with high-stepping drum majorettes, a military band and hundreds more children to welcome Father Christmas to the Capital

First for some

For many Ottawa and district children it will be their first thrilling ride on a railway train - and its free, compliments of Freiman's. Balloons soft drinks and cookies will be distributed on the train, as the gift of other sponsors.

Stationmaster Harry Spence will begin loading the big special train at 8 a.m., Saturday.

The train will leave Union Station at 8.45 a.m. and will arrive back at 10.30 a.m.

After the official welcome by mayor Nelms, Santa will board a float at the Besserer Street exit and the parade will drive off the Freiman's store. It will be led by the Governor-General's Foot Guards band and the Ottawa Rough Rider Drum Majorettes.

At Union Station

At the Union Station more than 1,500 youngsters, accompanied some 500 adults, boarded a special train which took them to Vars to welcome the jolly old saint. There he climbed aboard and journeyed back with them to Ottawa, where he was greeted at the station by Mayor Nelms before proceeding in triumph to Freiman's downtown store.

Free tickets for this excursion were handed out the previous Saturday by two retired CNR conductors; P. A. Potter and A. P. Lavergne, in Freiman's downtown and Westgate stores.

Anxious not to miss the big event, 11-year-old Bobby Beauchamp, of 105 Irving Avenue, was at the station at 6 a.m. nearly three hours before departure time. He was shortly joined by Monique Lariviere, 10, of 159 Henderson Avenue, and Helene Renaud, 12, of 166 Henderson Avenue.

Santa was already there when the train reached Vars, where a welcoming committee of more than 500 children cheered his arrival by car. These youngsters afterwards attended a community Christmas party, shepherded by Vars Councillors A. R. Kingston and S. M. Barklay,

On the return journey the jovial gentleman walked a third of mile through the 21 coaches, exchanging personal greetings with the starry-eyed passengers. Some stroked his whiskers incredulously, and just a few seemed a little apprehensive. "Oh dear, there now!" he said in a hurt but sympathetic voice, as one tiny tot burst into tears.

Goodies Too!

Nearly 5,000 cookies and 2,500 soft drinks were served aboard the train by employes of Freiman's Tulip Room who were pressed into service as Santa's helpers. Before the excursion left Ottawa, brightly colored balloons adorned the inside of the train. Inevitably though, these soon found their way into warm little hands. Pulling the long train was engine No. 6206 a big, ancient steam locomotive like those which have hauled the Santa Claus Special the past two years. With the grounding of Santa's helicopters, Saturday was a day of triumph for old-fashioned transportation.

At the Union Station Santa was welcomed by Mayor Nelms "on behalf of all the children of all ages" in the Capital,

"In you, Santa, is represented all the good will of this festive season," His Worship read from a scroll he presented to the bewhiskered celebrity.

"I am sure that you will not forget all children, not only of Ottawa, but also of Springhill."

Santa's reindeer met him outside the station, from where he was escorted to Freiman's by the band of the Governor General's Foot Guards and a corps of 20 Rough Rider "majorettes.

Cheering crowds lined the parade route up Little Sussex Street and along Rideau, and surged after him as he entered the store to take up his throne in Toy land.

18/11/1958 *Ottawa Citizen**Kingston (CN)**Prescott*

Injured Girl Recovering

Two-year-old Jean Rupert of Prescott, who was badly injured in a train-car crash near her home over a week ago, is making slow but steady recovery at Montreal Neurological Hospital.

Hospital authorities told The Citizen today that the little girl appears to be out of danger but facing a long period of recuperation.

Her father, John Rodney Rupert, 33, was killed in the crash. A sister, Ruth, 4, injured in the crash, died at the Montreal hospital after emergency head surgery failed to save her life.

19/11/1958 *Ottawa Citizen**Renfrew*

"Temporary Halt" To CNR's Plans To Cut Off Trains

PEMBROKE The hearing of the CNKR's application for permission to discontinue its two daily trains running between Ottawa and Barry's Bay was today adjourned indefinitely by the Board of Transport Commissioners.

The case is being heard by chief commissioner Rod Kerr and commissioner H. B. Chase. The situation reached an impasse at noon today when counsel for the municipalities affected, declared they were hampered by lack of detailed information which they claimed the company had refused to give them.

Seek Alternative Service

During the period of adjournment, the CNR and the communities concerned will get together in an attempt to work out some type of alternative service which will be economic, and which will fill the needs of the residents.

Chief Commissioner Rod Kerr rapped CNR officials over the knuckles this morning when he expressed a view that some of the statistical exhibits put in by the company were lacking in helpful detail.

He did this after J. J. Greene of Arnprior, representing a number of the affected municipalities, charged that one CNR witness was giving mere opinions, rather than facts.

"If it's mumbo jumbo we're dealing with, then it's of little value to us," said Mr. Greene.

As Rupert Rollo, CNR transport economist endeavored to explain an exhibit showing estimated costs of operating trains 89 and 90 and 58, Mr. Greene interrupted:

"We've had hearsay evidence and opinion evidence, and now we're getting opinion-opinion evidence. We are always getting into the realm of the crystal ball.

As Mr. Rollo continued giving evidence, Mr. Greene leaped to his feet.

"Is there going to be contempt of court here too?" he asked. "This entire procedure is very prejudicial to us."

At this point Chief Commissioner Kerr attempted to pour a little oil onto the troubled waters. "You'll have to give some consideration," he said, "to the fact that this board has been functioning for some 50 years and has had considerable experience in these matters."

Mr. Greene men charged that his clients have been repeatedly refused access to the company's books.

"I don't see how this hearing can go on until we have had access to company records," he declared.

"Give us a whack at your original records and we'll be able to come up with some opinion evidence of our own," he said.

James A. Maloney, MPP for Renfrew South, declared that abandonment of the line was going to put the country back 150 years.

"They'd like to push us back into the horse and buggy days," he declared heatedly.

Mr. Maloney declared that it was significant that the CNR did not close down its other lines which serve company hotels, although they might be losing money.

"I don't hear of them closing down the Chateau Laurier, or worrying about losing money in connection with their new \$10 million Queen Elizabeth Hotel which they have leased to the Hiltons," he said.

When Mr. Maloney had subsided and a lull occurred, Mr. Kerr said that the issue was simply whether the service is necessary or not, and not whether some hotel was losing money.

20/11/1958 *Arnprior Chronicle**Renfrew*

CNR line remains.

20/11/1958 *Ottawa Journal**Renfrew*

Ottawa Barrys Bay line continues for a year.

Man Hurt As Truck, Train Hit

A truck driver escaped serious injury after his machine struck a locomotive and was knocked down a steep embankment of the Rideau River this morning. The accident occurred about 11.30 a.m. at the Riverside Drive-Hurdman's Bridge crossing.

William Radmore, 23, of 221 Holland Avenue, was taken to St. Louis Marie de Montfort Hospital with head lacerations and a suspected fracture of the left leg. His condition is not critical.

Radmore had been driving east on Riverside Drive. His truck struck the locomotive behind the front wheel assembly.

The impact spun his machine sideways and smashed it down a sharp slope leading to the River.

The truck travelled about 10 yards, then came to rest a few feet from the water.

City Police Constables Grant Williams and Roger Pepper investigated the accident. The crossing is protected by a red warning flasher.

Car-Train Crash

James C. Warner, 96 Malles Avenue, had a narrow escape from death Saturday morning when his car was struck by a Canadian National engine at the CNR-Heron Road crossing.

Mr. Warner escaped injury when his car skidded in front of the engine driven by Engineer Edgar Olive, 214 Metcalfe Street, but the vehicle suffered damage of \$1,000. The front end of the car was demolished.

Coaches stay up. Tragedy averted. CNR praised for fast work. (with pictures)

Officials suspect a chipped rail caused the spectacular derailment of a CNR passenger train which injured 10 persons Saturday at Vars. They think the track was damaged by an earlier train.

Four cars of a Montreal-Ottawa train - roaring into the Capital at 70 miles an hour-bucked the track at 11.17 a.m. a mile and a half east of the village. Vars is 17 miles southeast of Ottawa.

Officials believe the track, made brittle by near-zero temperatures, was damaged by an eastbound Ottawa-Montreal local train No. 48 around 8.10 a.m.

Deep Furrow

The derailed coaches plowed a deep, half-mile-long furrow beside the track - but all remained upright.

Damage may exceed \$50,000.

Authorities say a tragedy was averted because none of the cars tipped over when they plunged off the rails. None of the injuries was serious. All but three persons were released from hospital after treatment.

There were 107 passengers on the train. It was made up of two diesel engines, two baggage cars, three coaches and a parlor-dining car.

16-Hour Break

The accident cut the main Ottawa-Montreal CNR line for nearly 16 hours. It destroyed 310 feet of track and severely damaged another 2,700 feet.

The wheel assemblies of the derailed cars will have to be replaced, officials expect.

The three passenger coaches and the parlor-dining car left the rails and plowed along beside the track. The lead engine remained on the rails but the rear wheels of the second engine jumped off and straddled one track. The two mail cars - which had broken from the rest of the train —also straddled the tracks and the four units ripped and twisted hundreds of yards of rail and ties before coming to a halt.

Officials said if the derailment had occurred a few minutes later the train would have smashed into the Vars station itself and might easily have spread death and destruction in the village.

The weight of the four coaches and the soft earth helped prevent tragedy.

Frost apparently had not penetrated deep enough to hold up the heavy coaches. The result was that all four cars - swept along by their momentum - plowed a deep furrow extending some 800 yards while passengers inside were tossed about "like corks in the ocean."

Travellers said screams mingled with the roar of ripping track as baggage bounced crazily around the cars.

Running On Time

The train left Montreal at 9 a.m. It was due at Ottawa Union Station at 11.25. It was running on time when the derailment occurred.

Conductor Arsene Perron of Montreal was first to realize the train was being derailed.

"I was in the second coach at the head end making up my accounts when I noticed the car was rocking" he said. "I knew something was wrong so I braced myself for the shock.

"The tail-end of our coach snapped like a whip and then kept going straight ahead. I knew we had jumped the rails. I hung on for dear life.

"We bumped along, and I guess we were hitting about 70 miles an hour. The couplings had snapped themselves from the rest of the train and steam came hissing into the rear of our car. I shouted to the passengers to hold on and be calm.

"They were very brave people. When we finally came to a halt I immediately started to help those who were injured."

Four Ambulances

The alarm was first sent into the Rockland detachment of the Ontario Provincial Police.

Four ambulances, from Exclusive and the St. John Ambulance Association in Ottawa arrived on the scene. Dr. Pierre Jacques Beaudet, of Embrun was the first doctor to reach the wreck.

A way-freight at Coteau Junction was "broken" when word of the wreck was flashed to Ottawa. Its diesel engine and a caboose under Engineer Earl Cooper and Fireman Keith Colts of Ottawa went to the wreck scene to transport injured stretcher cases to waiting ambulances at a nearby crossing.

Many passengers not listed as injured nursed puffed lips, scraped chins, and abrasions to arms and legs.

Mile Walk

Two OTC buses were sent to the scene to bring stranded passengers to the Capital. They were forced to park at a farm off a sideroad about a mile from the wreck. Hundreds of cars converged on the scene as news of the wreck spread. Highways were blocked on all sides.

Track was destroyed from mile 116.4 to 117.1. It was operative again at 2.50 a.m. Sunday but extreme caution is being exercised by trains passing through the area. Speed is restricted to five miles an hour until permanent repairs can be made.

A 75-man CNR wreckage crew repaired the track. Two giant cranes with a total lifting capacity of 260 tons were used. One was borrowed from the Canadian Pacific Railway company, the other brought from Montreal.

Officials said the cost of fixing the track alone would be \$12,500.

In addition, it is feared low temperatures Saturday night may have caused extensive frost damage to the three passenger cars and the dining car, all left axle-deep in mud. Damage to the passenger cars may reach \$100,000.

The long, straight stretch of track looked like the unloading platform at Union Station.

Nearly 100 stranded passengers trudged through ankle-deep snow along the railway ties to reach the waiting buses.

They carried suitcases, brief cases, lunch kits, umbrellas and raincoats.

Many had minor lacerations to chins or foreheads, or puffed lips. But they all felt lucky their injuries had not been more serious.

Passengers praised the railway for the promptness with which aid and emergency transport to Ottawa had been provided.

Shoes Vanished

Arthur Oulton of Moncton took the wreck in his stride. He was busy taking moving pictures of survivors when reporters arrived at the OTC bus which had plowed through deep snow into a farmyard beside the tracks to pick up the passengers.

"One woman was knocked right out of her shoes and she hasn't found them since," he said.

Later, the same lady was taken to the rescue caboose rushed in from Coteau Junction. She had still not located the missing shoes.

Several married couples carried young children along the snow-swept track muffled in blankets.

Alex Saunders of Ottawa - now stationed with the RCAF near Montreal described the jolting shock of the derailment:

"Suddenly it seemed like the air brakes went on and "the whole train went sideways and off the track.

"I threw myself down in the aisle when the cars started to go wild. I guess this saved me from injury. There were several persons injured in the car in which I was riding - the third passenger car next to the diner. But in the car ahead some were more seriously hurt.

Tossed About

"Everyone was tossed around like peas in the pod. But we were lucky at that."

Mrs. Mace Coffey of 900 Kingsmere Avenue, Ottawa, was in the coach second from the end of the train.

"It seemed I was yanked sideways and tossed against the side of the car," she said. "People were screaming. Bodies were being tossed all over the aisle. I was tossed against the wall of the coach and hurt my side. It wasn't serious though. It could have been worse."

First Ride

For Lynn and Stewart Markham of Montreal, it was an unforgettable experience. Lynn, aged 11, and Stewart, 3, were travelling to Ottawa with their parents, Mr. and Mrs. Walter Markhajm. It was Stewart's first train ride.

"The children were scared," said Mr. Markham. "They shouted but they had enough sense to hold on to anything they could lay their hands on. We were in the second last coach. At first there was a sickening thud. Then we seemed to just keep travelling straight ahead."

Mrs. O. W. McNamara, of La-chine, was travelling with her six-year-old daughter, Nancy.

"I was reading a magazine at the time," Mrs. McNamara said. "When the car in which I was riding lurched sideways, we came down with a terrific thud and then

kept going straight ahead. I didn't know what was happening. My nose was bleeding from being tossed against the window. Nancy held on to me. We rocked sideways, bumped along and then it was all over."

16/12/1958 Ottawa Citizen Alexandria Maxville

Gas Spills As Freight Derailed Near Maxville

By Fred Inglis Citizen Staff Writer

MAXVILLE (Staff) Six cars of a 56-car freight train left the rails on the CNR line just west of Maxville early this morning.

Two of the cars contained high octane gasoline, two of them kerosene which spilled out, filling the ditches on both sides of the track.

Two empty box cars were partly off the main line track. No one was injured in the derailment which occurred at 5.20 a.m.

A defective truck under the leading tank car is believed to have caused the accident. The truck snapped out from under the car, flew 40 feet into the air, smashing a Bell Telephone pole carrying scores of telephone lines between Montreal and Ottawa.

Tracks Ripped

The main line track and a siding were ripped up for about a quarter of a mile west of the main street where it crosses the CNR track.

The derailment occurred just west of the station and the tracks were damaged to ? a western limits of the town.

OPP Constable Bill Potter of Maxville detachment and four other constables brought in from Cornwall closely patrolled the area covered with high octane gas to prevent fire or explosion which might result from careless smokers.

A CNR wrecking crew arrived from Montreal at 11.30 and worked in drifting snow and biting cold to clear the torn tracks.

It was expected that the repairs could be completed by late this afternoon.

Firemen Alerted

Fire Chief Merton Casey and volunteer firemen had the town fire truck and hose laid out in case fire breaks out during the removal of the highly dangerous tank cars.

It was planned to pump the tankers dry before setting them back on the repaired tracks.

The noon train from Montreal to Ottawa proceeded by way of the CPR tracks.

Two locomotives and 20 cars ahead of the four tankers stayed on the tracks and were taken to a siding at Greenfield. Bell Telephone men made temporary repairs to the broken pole near the Borden Company milk depot.

17/12/1958 Ottawa Journal Alexandria Maxville

Wreckers arrive at the scene of yesterday's CNR freight train derailment just west of Maxville. To clear away the six cars blocking the Ottawa-Montreal line. No one was injured in the accident which occurred about 5.20 a.m.. The accident was believed caused by a broken carriage wheel under one of the cars.

17/12/1958 Ottawa Citizen Lachute Papineauville

Man Critical After Train, Truck Crash

PAPINEAUVILLE, Que. 'Special A 41-year-old poultry dealer is in critical condition in a Buckingham hospital following a train-truck crash at the eastern limits of this town Tuesday.

Henri Cleroux of Papineauville had just left home en route to Montreal in his 1958 pick-up truck when his vehicle was struck by a CNR (sic) dayliner train bound from Montreal to Ottawa.

17/12/1958 Ottawa Citizen Alexandria

Jumps Train To Escape Policemen

A 26-year-old man jumped from a moving train in the Union Station yards to escape Montreal police last night.

Robert Karasienko, picked up at the Burwash Industrial Farm near Sudbury, was being brought to Montreal in connection with an occurrence of false pretences in that city.

As the train pulled out of the Union Station he broke free, ran to the exit door of the coach he was in, jumped to the ground and fled on foot.

The police officers were forced to remain on the train until it arrived in Montreal. They were able to drop off a message at a point near Ottawa and city police immediately began a search.