

# Local Railway Items from Area Papers - 1965

04/01/1965 Ottawa Citizen Walkley Line

Brakeman's leg crushed

A 42-year-old Canadian National Railways brakeman was seriously injured Saturday morning when his right leg was almost severed in a siding mishap near the Loeb warehouse on Industrial Avenue

Floyd Presley of 217 Strathcona Ave. is in satisfactory condition at Civic Hospital where doctors expect to save his leg.

Police said Presley was standing on a ladder near the back of a stationary freight train when he gave the go-ahead signal to the engineer.

When the train proceeded forward Presley's right leg was crushed against the boxcar when it came in contact with a large pile of ice de-side the track.

After being dragged past the pile of ice, just removed during refrigerated-car cleaning operations, Presley fell to the ground.

Railway officials are investigating the accident.

12/01/1965 Ottawa Citizen Carleton Place

'Slow trains city'

The city will ask the Board of Transport Commissioners to put an immediate slow-speed order on trains on the Scott Street railway line.

Cost \$500,000

The city has learned it would cost close to \$500,000 to guard the 16 Scott Street level crossings with wigwags, flashing lights or other mechanical protective devices.

"I don't see how we can justify that expense for a line which is scheduled to be abandoned in 18 months," said Mayor Don Reid.

The trains now have a 45 mile-per-hour speed limit between Bayview Road and VWoodroffe Avenue.

Con. Murray Heit said the traffic committee last year asked the commissioners to order slow-speed on the line but met with no success.

'Try again'

"Then we should try again and make the request from board of control," said Con. E. D. Webber. f'A slow-speed might be part of the answer."

When the traffic committee made its request, a spokesman for the Board of Transport commissioners said most level crossing accidents were caused by cars hitting the side of trains, rather than by locomotives hitting cars. He doubted if the speed of trains made much difference in such cases.

Board of control is concerned over the number of fatalities at unprotected Scott Street crossings. The board asked for a report on the cost of protection and was told mechanical signals would average \$30,000 each.

The cost of level crossing signals is shared by the municipal and federal governments.

12/01/1965 Ottawa Citizen Alexandria

Capital capers:

Graeme Fraser spent a couple of uncomfortable hours in the washroom of a CN train bound for Montreal last Thursday when the door-lock mechanism failed.

With Budge and Judy Crawley, Graeme was en route to an Expo meeting in the Quebec metropolis when he went to clean up as the train neared central station.

When the door wouldn't open, his banging and shouting attracted Budge and Judy as well as other concerned passengers who crowded helplessly in the narrow corridor outside the door. The train finally pulled into the station and eight trackmen, the conductor and train crew succeeded in releasing Sir. Fraser, by removing the door.

Meanwhile Budge and Judy had proceeded to the Expo meeting to explain Graeme's delay. When he arrived he was presented with a fire axe and a card neatly engraved "Carry this with you at all times."

"I had visions of endlessly travelling back and forth from Montreal to Vancouver in the locked room," says Graeme, "with the CN kindly allowing my wife to come down to the platform in Ottawa each time the train paused on its way through to greet me through the frosted glass."

15/01/1965 Ottawa Citizen Alexandria Vars

Unscathed as car wrecked

ROCKLAND (Staff) Marcel Gladu, 32-year-old Embrun man, cheated death by a split-second at the Vars CNR level crossing yesterday afternoon when a fast Montreal-Ottawa freight train demolished his car.

The diesel locomotive sheared off the front of the auto, spun the car around and crashed into the rear of the vehicle before sending it spinning into a ditch.

Mr. Gladu climbed out without a scratch. He told The Citizen today: "There was a house on the left side of fie road near the crossing, and it blocked my view of the train.

"I was about 50 feet from the crossing when I spotted the freight. It was about 150 feet away, and moving fast. I heard no whistle blowing.

"I jammed on my brakes, but the car skidded on the icy road. I knew I wasn't going to be able to do anything, because the car was out of control

"I said to myself, 'Oh, My God', and I thought of my wife and kids. I figured I had had it.

"The next thing I knew there was a big crash and I felt the car spinning like a top. Then it landed in the ditch, and I was able to ciimb out through the door on my side. I was not even scratched, but it was the worst few seconds of my entire life."

A shipper employed at Canada Packers, Ltd., in Hull, Mr. Gladu was on his way home at 4.45 p.m. when the mishap occurred.

20/01/1965 Ottawa Citizen Carleton Place Northwestern Avenue

Scolt Street will get train signal

A flashing warning signal will be installed at the Northwestern Avenue level crossing of the CPR's Scott Street line.

The signal, to cost \$15,000, was approved by board of control Tuesday. The city's share of the total price w ill be \$1,200.

A recommendation to close off the nearby Carleton Avenue level crossing to traffic was deferred, for several days, at the request of Con. Ken Fogarty.

The warning signal will protect the Northwestern crossing for 13 months, after which time railway traffic on the line is expected to cease.

The board, worried about level crossing accidents on the Scott Street line, has asked the Transport Commissioners to put a "slow speed" order on all trains. The board has not yet received a reply.

25/01/1965 *Ottawa Citizen*

*Alexandria*

*Alexandria*

Alexandria derailment delays 100 passengers

The CNR trans-continental "Panorama" passenger train was stopped short behind a freight derailment near Alexandria this morning delaying arrival of about 100 passengers in Ottawa by five hours.

The passengers, due to arrive here at 1.35 a.m. from Montreal, finally arrived aboard two buses at 5.40. They had waited three hours on the train at Alexandria before starting the bus trip.

Crews worked through the night to clear the track after a boxcar jumped the snow-covered track.

There were no injuries in the derailment.

Const. Hubert Major of Alexandria police said the Panorama had pulled into a siding to let the freight through. He said a wheel came off the boxcar about a mile down the line, ripping up a section of track and derailling the car.

The line was expected to be back in service by noon.

The passengers, weary and grumbling, were brought to Union Station in buses chartered in Green Valley.

26/01/1965 *Ottawa Citizen*

*Carleton Place*

*Roosevelt Avenue*

Driver leaps clear as train hits car

A wrong turn on to a railway track parallel to Scott Street almost cost a Gatineau Point man his life last night.

The car became stuck on the track at 10.45 p.m. where it was struck by an east-bound passenger train shortly after its driver had jumped to safety.

Guy Drouillard, 31, of 4 Carmel St., who was unfamiliar with Ottawa's west end, drove onto a side track running off the main railroad line on Roosevelt Avenue.

He proceeded along the spur until he came to the main section of track that runs parallel to Scott Street.

Because the track was covered with snow, he didn't realize he was on the line until it was too late. His car became stuck partially on the track.

When he saw the oncoming train, which was travelling at 40 m.p.h., he jumped clear. About \$1,000 damage was caused to his vehicle.

Mr. Drouillard was shaken by the experience as was the train's engineer, Vernon Dier of 36 Armstrong St.

He was engineer of the train which struck a car along the same track last Nov. 4, killing 29-year-old Mrs. Charles Levesque and her three - year- old son, Charles.

Mr. Dier wasn't at the controls of the train when it hit Mr. Drouillard's car. Fireman Frank Alexander of 1220 Carling Ave., had taken charge a few minutes before the accident.

The passenger train, coming from Toronto, was delayed about 45 minutes.

28/01/1965 *Ottawa Citizen*

*Alexandria*

*Carlsbad Springs*

Truck hit, driver safe

A Carlsbad Springs store owner narrowly escaped serious injury Wednesday when a train struck his small truck less than a mile from his store.

Walter Ladouceur, 54, escaped without a scratch despite the fact that his truck was a total wreck.

Mr. Ladouceur said he was returning to the store on the Eighth Line and didn't notice the train until it was too late. Realizing he would skid into the side of the train if he put on the brakes, he stepped on the gas and "almost made it across."

Mrs. Ladouceur said her husband's truck was thrown by the impact, but her husband remained inside and was uninjured.

29/01/1965 *Ottawa Citizen*

*Beachburg*

City pays \$200,000

Overpass estimate high

Three possible overpasses for the Beachburg railway line can be built for under \$2,000,-0(10, an official of the National Capital Commission said today.

This estimated cost, of which the Railway Grade Crossing Fund would pay 80 per cent and the railways 10 per cent, is away lower than an \$8,000,000 estimate by Con. Murray Heit and a \$5,000,000 estimate by Con. Ernie Jones.

Ottawa would be required to pay the remaining 10 per cent of the cost of overpasses which might ultimately be required.

The NCC official questioned whether Beachburg line overpasses or underpasses would be required, at least for some years, at Pleasant Park Road, Walkley Road and Heron Road, since those crossings are now protected with electric flashing signals gates.

The city, by building an underpass touching the Beachburg line for the new Smyth Road Bridge, recognized two years ago that the line would continue in operation.

Continued operation of the Beachburg line became necessary from 1959 when the Diefenbaker Conservative government formally approved of the new Union Station site at Alta Vista, just off the Queensway, rather than the earlier much further out site talked of in the Walkley Road area.

Since 1957, the NCC source emphasized, no commitment had ever been given by the government or the NCC to the city or to anyone else, that the Beachburg line would be abandoned.

The Beachburg line, which in past years has been the main CNR line for trains to western Canada, provides the in-and-out route for all trains to the new Union Station to be completed by mid-1966.

The NCC points out that the location of the new Union Station and the layout of tracks will permit all trains to operate in and out of the station without any backing in or backing out.

29/01/1965 *Ottawa Citizen*

*Montreal and Ottawa*

*Hull, Redempteur*

Truck slides, smacks train

Leo Servant, 39, of 107 Des Oliviers St., Hull, escaped injury this morning when his heavy truck slid on the icy St. Redempteur Street pavement and was sideswiped at a level crossing by the Vancouver-Montreal CPR train.

Police said the accident occurred at 10.15 a.m. while Servant approached the crossing from the south. He noticed the flashing lights and hit the brakes but the truck skidded into the train

04/02/1965 *Ottawa Citizen*

*Prescott*

*Young Street*

Man unhurt when train strikes car

Alfred Pontiroli, 41, of 257 Fairmont Ave., escaped injury yesterday when his car was struck by a CPR freight train at the Young Street crossing.

The car was dragged and buffeted 30 feet by the engine and the first freight car. Damage was estimated at \$450 to the auto and \$25 to the train.

Engineer Stewart Gilchrist said he sounded his horn four times after he saw the car approaching the crossing.

Mr. Pontiroli said he had applied his brakes just before crossing the tracks and had slid into the path of the train.

The crossing is marked by a wooden signal.

## Freight Jumps Off Tracks

ALEXANDRIA Emergency crews from Montreal and Belleville are working near here today trying to get the CNR main line open following an early-morning freight derailment.

A 90-car eastbound train tore up hundreds of feet of rail when nine cars left the track. There were no injuries.

The accident occurred about 1 25 a.m. No estimate of damage was available today as inspectors continued to survey the extent of the wreckage.

Coast - to - coast passenger traffic and Montreal-Ottawa trains are being re-routed over Canadian Pacific lines, CNR spokesmen said. They did not know when the line would be open.

Alexandria is 55 miles east of Ottawa.

09/02/1965 *Ottawa Citizen**Beachburg*

CNR-NCC explain controversial railway line.

Officials of the National Capital Commission and the CNR made these points Monday on the controversial Beach-burg railway line for Ottawa's new Union Station to be completed by mid-1966 near the Queensway - Alta Vista exchange:

Eight daily CNR and CPR transcontinental trains moving through Ottawa using the Beachburg line will cut 15 minutes' running time from their existing schedules.

Conversely, each transcontinental train through Ottawa would add 20 minutes to its existing schedule were the Beachburg line abandoned and replaced by a three-mile longer Walkley Road railway route.

(This means a difference of 5 minutes in Ottawa running time for eight daily transcontinental trains.)

Station delay

Scheduled opening of the new Union Station would be delayed for a year or longer were the Beachburg line to be abandoned. It would cost an unestimated sum to provide additional double passenger route tracks along the Walkley Road freight trackage and complete necessary redesign of the costly central traffic control system.

Both the government and the railways are "reasonably satisfied" with the Beachburg line route to the new station and there must, some time, be an end to changes and constantly rising installation costs. The NCC Ottawa - Hull area railway relocation program will cost \$39,750,000, though there are some offsetting benefits to the government accruing from railway lands and right-of-way to be used for new building development and new traffic arteries. The program eliminates 72 of 111 level crossings in the metropolitan area

The signal control system designed for the Beachburg line into the new station will not require double tracking of that line to take care of from 25 to 29 passenger trains daily over the line.

Protected crossings

There is no urgency as to overpasses or underpasses on the Beachburg line at Pleasant Park Road, Walkley Road and Heron Road, since they are now protected by electrical signals or gates. Each grade separation, when provided, would cost about \$500,000 with the Board of Transport Commissioners paying 80 per cent of the cost, the railways 10 per cent, and the city the remaining 10 per cent.

Con. Murray Heit estimated the cost of Beachburg line grade separation projects at \$8,000,000.

NCC and CNR officials discounted as "a wild guess", the \$40,000,000 estimate figure used by Con. Ellen Webber at a city council meeting touching the request of the CNR and CPR to be recouped for the next 100 years for higher operational costs were the Beachburg line to be abandoned. Mayor Don Reid stated the railways were asking for such compensation for 100 years, though he gave no estimate on the cost claim involved. NCC and CNR officials doubted whether the government would accede to city pressure to abandon the Beachburg line because of all the operational and cost factors involved.

20/02/1965 *Ottawa Citizen**Kingston (CN)**Gananoque Junction*

Train off rails, but passengers didn't know it

GANANOQUE (Special)

The east-bound Toronto-Montreal CNR passenger train was held up for more than an hour here after the back wheels on the front engine slipped off the tracks about 8 o'clock Friday night.

No one was injured in the minor derailment, and most passengers did not even know a mishap had occurred. A portion of the wooden platform in front of Gananoque Junction was torn up.

Officials said the train was travelling at 70 miles an hour when a mechanical fault in the casings of the engine's wheels caused them to slip off the tracks

22/02/1965 *Ottawa Citizen**Beachburg*

Rail line's future load 20 trains

A maximum of 20 daily all passenger trains will travel the Beachburg line when the new Union Station near the Queensway - Alta Vista interchange is opened late in 1966.

No freight trains of any kind will use the Beachburg line since they will all be rerouted through the Walkley Road freight yards and not come near the new station.

At present their (sic) are four CPR and four CNR transcontinental trains passing through Ottawa daily. There are two dayliners to Brockville. There are about six other trains daily operating between Ottawa and Toronto and Ottawa and Montreal.

04/03/1965 *Ottawa Citizen**Beachburg*

Beachburg line not being moved

The National Capital Commission has dealt another strong blow to hopes that the Beachburg Subdivision rail line will be moved in the near future. Homeowners along the line are fighting to have the line torn up, but the NCC stands firm.

In a statement Wednesday, the commission said federal railway relocation plans, announced in 1959, do not call for removal of the Beachburg line.

The line is "required for efficient railway operations and will provide the main westerly access to the new Ottawa station at Hurdman," the NCC said.

"The schedules for implementing remaining major elements of the railway relocation plan are quite critical.

"Studies made by the NCC and the railways as to the possibility of removing the Beachburg subdivision indicated that this would create major operational problems for both railways. . .," the commission stated.

High cost

Removal would cost the federal government plenty, and would delay implementation of the relocation plan already approved as well as redevelopment plans which depend on the relocation program.

"Among the important projects in the national capital which would suffer serious delays are the completion of the Queensway, the construction of a parkway along the east bank of the Rideau Canal from Rideau Street to the Queensway with a connection to Echo Drive, the redevelopment of the present Union Station area and the LeBreton Flats.

"When relocation is completed, about 20 trains a day will travel between Heron Road and the Hurdman station, an increase of four trains per day. The Riverside Park track, between Wassy Junction and Heron Road, will carry 14 trains a day, an increase of four per day.

No smoke

The NCC softened the blow to Beachburg residents by concluding: "The character of railway traffic has changed radically in the past 15 years. Smoke and soot are no longer a problem. Noise can be reduced a great deal with appropriate landscaping."

NCC map shows Beachburg line to remain

Still hope for owners

Residents living near the Beachburg line were told Thursday night that "the door is still open" for further negotiation on the relocation of the line.

Con. Murray Heit told the Bayview Property Owners Association meeting in the Brookfield High School auditorium they had his support in the continuing fight for relocation, and that the Beachburg question was "still up in the air."

Con. Heit said an alternative to relocation, placing the line partly underground, had not yet been investigated thoroughly. He pointed out that a track across the Carleton University campus was to be put underground.

Hope left

Aid. Pat Doherty said he "hadn't given up hope that the Beachburg line would be moved."

Aid. Doherty said the lines were already there for relocation of the tracks so relocation would only cost \$300,000 for signals.

He suggested the Bayview association form a committee to "keep after the NCC city council, and the railroads.

If the tracks are to be retained, Con. Heit suggested the crossings be eliminated by grade separations, overpasses and underpasses.

Failing this, he said, that whistling, a major concern of Bayview residents, could be eliminated by installing safety gates at all crossings.

He said it would not be safe to ask for a stoppage on whistling unless automatic safety gates were installed. Wig-wag with bells are not wags enough, he added.

Train whistling had been halted at the Billings and Pleasant Park crossings when gates were installed.

He said the federal government and the railroads would pay 90 per cent of the cost of the gates and the city would pay the other 10 per cent.

Mysterious ways

His comment on an NCC statement that noise could be reduced a great deal with appropriate landscaping was that "the ways of the NCC are mysterious and inscrutable."

Con. Heit said the presence of the tracks definitely lowered the value of the nearby property as a residential area, and the Central Mortgage and Housing Corporation, would not advance money on houses built near train tracks.

G. W. Neville, president of the Bayview Property Owners Association said the backyards of many houses in the area are only 50 feet from the tracks. In Faircrest Heights, he said \$50,000 to \$60,000 houses border the line

Report prepared

Roy Bushfield of The Citizens for Ottawa Planning committee said his group was preparing a report on the question of relocation of the Beachburg line. It would be made public in three weeks, he said.

Removal of the line was justified from a cost viewpoint because it would only cost about \$2,000,000 "peanuts" to the railroads, said Mr. Bushfield.

He said the city would give little encouragement to area residents because the city gets more tax revenue from the land used as a rail line than as residential property.

Mr. Bushfield charged the NCC with trying to make Alta Vista "a freight yard".

Mr. Neville said the Bayview association intended to keep up the fight."

15/03/1965 *Ottawa Citizen**Montreal and Ottawa*

Fall from track injures legs of Ottawa man

A 48-year-old Ottawa man, Daryl Clemow, who resides at the Ritz Hotel, injured both legs in a fall from a Hull railway trestle Sunday morning.

He was admitted to the Sacred Heart Hospital where his condition today was reported as satisfactory.

The man was dragged from the railway tracks by Const. Jean Trotter as a train approached. A passing motorist had spotted him lying there unconscious.

While Const. Trotter was signalling the train to stop, Clemow ran off down the tracks and eventually either fell or jumped off a trestle over Laurier Street

26/03/1965 *Ottawa Citizen**Carleton Place**Woodroffe*

6-year-old west end boy killed by freight train

A six-year-old boy was killed by a moving freight train before the eyes of his sister as he was returning to school just before one o'clock Thursday noon.

Jeffrey Gerald Allard, son of Mr. and Mrs. Gerald Allard of 75 Aylene Avenue, was struck down within 75 yards of his own home. He died instantly from head injuries.

Jeffrey's father said his daughter told him his son was being chased by a dog at the time of the accident and didn't see the train.

Mr. Allard said his son had just left the house a few minutes before with his three sisters one his twin on the way to Woodroffe Public School six or seven blocks away.

"They always went that way," said his father. "They were always cautioned to watch for trains. We sent them that way because there is such a heavy truck traffic on Woodroffe Avenue."

Mr. Allard didn't see the accident or know about it until his eldest daughter came screaming home saying that "Jeffrey was hit by the train."

His father rushed out of the house and picked the boy up "only three feet from the track."

The freight train, east bound from Smiths Falls, did not stop until it reached Ottawa West station when Engineer Chester Shellborn was told of the accident.

"We didn't see any children on the track at all," said the engineer. "It was quite a shock when the yardmaster told us a child had been killed."

He said the train was travelling about 35 miles per hour at that point on the line. He described this as the normal speed for the area.

With him in the cab of the engine was Fireman Elwood Sloan, 35, of 1016 Connery Ave.

The dead boy was in Grade 1 at school. He was one of two sets of twins in the family. With him at the time was Deborah, his twin; Brenda, 8; Patricia, 10; and two neighboring children who also were returning to school.

His father said the children always left home "in good time so they wouldn't be late for school."

Police said there were two holes in the fence and a path across the tracks which pedestrians used as a shortcut.

31/03/1965

Ottawa Citizen

Lachute

Gatineau

Car hits train, 2 killed

Two men were killed early this morning when their car crashed into a train which was backing across Maloney Boulevard in Gatineau.

Killed were Willie Poulin, 39, a comedian from Quebec City who roomed at 361 Cumberland St., Ottawa; and Gaston Bouliane, 26, of 48 Tache Blvd., Hull.

Gatineau police captain Rodger Knight said the train was backing into the grounds of the Canadian International Paper Company at Gatineau. The car, driven by Bouliane, crashed into the eleventh car of the train and was dragged about 175 feet.

Police said it required 30 minutes to take the men from the wreckage.

Pieces of the wrecked car were found 150 feet away.

Gatineau volunteer firemen were at the scene and helped police in taking the victims out of the car.

An inquest was opened at 9.30 a.m. at Blais Funeral Parlor, Gatineau, by Dr. Jean Lorrain and adjourned indefinitely, for a complete investigation.

Gatineau police said that signal lights were in operation at the crossing.

Bouliane had been employed as a barman at Le Rustique Hotel on Notre Dame Street, Gatineau, for some months. Poulin had been appearing in the hotel's show for the past three months.

Both were returning home when the accident happened. The train was in charge of engineer Jacques Fortin, 53, of 788 Dickens St., Ottawa. Conductor was Lionel Lamothe, 44, of 51 Woodburn Cresc., Ottawa.

Caption to picture

Evidence of double fatality

Grim evidence of the car-train crash that killed two men on Maloney Boulevard in Gatineau early today is the part of the car's front end embedded in a railway car. and the scattered pieces of the car body nearby. Victims of the crossing accident were William Poulin, 39, of Quebec Citv, who roomed at 361 Cumberland St.. Ottawa", and Gaston Boullane, 26, of 48 Tache Blvd., Hull.

02/04/1965

Ottawa Citizen

Alexandria

Ottawa New

NCC issued station building permit.

The National Capital Commission has taken out a building permit for the new \$4,778,586 railway station at Hurdman's Bridge.

The NCC permit was by far the largest issued at city hall last week.

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03/04/1965

Ottawa Journal

Alexandria

Ottawa Union

Article - Let's Save Union Station.

05/04/1965

Ottawa Citizen

Lachute

Hull youth cheats death

A 12-year-old Hull youth had a close brush with death Sunday at 4.45 p.m. while playing on a railroad trestle near his home.

Maurice Latreille son of Mr. and Mrs. George Latreille of 218 Laval St., fell 20 feet to the ground from the trestle which runs over Laval Street.

He was attempting to get down from the overpass after he saw a train coming down the track.

The youngster was treated at Sacred Heart Hospital and released.

06/04/1965

Ottawa Citizen

Beachburg

NCC item held up by city council

The National Capital Commission is still in trouble with the city over the Beachburg subdivision railway line.

The city wants the controversial rail line relocated. The NCC says the work would be too expensive.

On Feb. 15, council asked the NCC exactly what the cost would be. The city has not yet received any positive answer.

So, Monday night, council passed a motion that no money be paid for the relocation of Alta Vista Drive, in connection with th eproposed federalpostal terminal, until the NCC, or someone, comes through with the beachburg relocation figures.

"Perhaps this will bring matters to a head," said Ald. Don Kay, who has been one of the leaders in the battle to have the line's route changed.

15/04/1965

Ottawa Citizen

Beachburg

Pembroke

Truck, train in collision

PEMBROKE - Special -No one was injured when a tractor trailer truck collided with a freight train on the Canadian National Railways tracks on Highway 62. just south of here Wednesday.

Police reported Robert Napper, 51, of Pickering said he was blinded by the sun. when he drove the unloaded truck, owned by J and F Truck Rentals.

Scarborough, into the side of the train's engine A fellow passenger Derrick Carson. 52. of Frankford also escaped injury.

The train driven by Engineer Ronald B. Pntchard. 50. of 259 Arlington Ave., Ottawa was held up about an hour on its run to the capital.

17/04/1965

Ottawa Citizen

Kingston (CN)

Maitland

New plants cost \$5,500,000

MAITLAND (CP) - Brockville Chemicals Ltd. announced Thursday it has awarded engineering and construction contracts for two new plants here to Chemical Construction Corporation of New York.

The 250-ton-per-day nitric acid plant and 150-ton-per-day urea plant, to cost a total of \$5,500,000, are scheduled for completion in June, 1966..

20/05/1965

Ottawa Citizen

Montreal and Ottawa

Hull girl, 9, hit by train

A young Hull girl who panicked upon hearing a train whistle and apparently froze in its path miraculously escaped with a minor concussion when she was struck and carried 30 feet by the locomotive.

Louise Gagnon, 9, daughter of Dr. and Mrs. Nicholas Gagnon of 34 Miller St, Hull, was reported in good condition at Sacred Heart Hospital early this morning.

She was hit by an Ottawa-Brockville train on the Tache Boulevard crossing near the Hull Armouries around 4.45 p.m. Wednesday.

The accident was a harrowing experience for train engineer Verner Dier of 36 Armstrong St., Ottawa.

Third time

Its the third time he's been involved in an accident while engineering since last November. He was the engineer when a train crashed into a car on the Scott Street run killing a mother and her young son and again when a train hit a vacated car along the same stretch of track.

According to police Louise was standing on the track talking to a friend when the train blew its whistle. She started off the tracks one way and then reversed coming back into the path of the train.

Const. Jean Trottier of Hull police investigated.

Car hits train, 4 persons injured

Four young people Sunday night narrowly missed adding to the death toll from car-train collisions in the Scott Street area.

All four were injured when the car they were travelling in collided with CPR's east-bound Trans-continental passenger train.

The accident occurred at a crossing on Hinchey Avenue where warning wig wags are in operation.

Most seriously injured was Lyette Barrette, 16, daughter of Mr. and Mrs. Ronald Barrette of 214 St. Anne St., Eastview. She received a fractured thigh bone and is reported in satisfactory condition at Civic Hospital.

Admitted to hospital

Claude Lamothe, 20, driver of the car, suffered head injuries and was admitted to hospital for observation. His brother Gerard, 19, was treated and released. They are the sons of CPR conductor Lionel and Mrs. Lamothe of 51 Whitburn Cres., in Nepean Township.

Lise Lepage, 18, daughter of Mr. and Mrs. Adrian Lepage of 127 Carruthers Ave., was admitted with facial lacerations and bruises.

The car was travelling south towards Scott with its four occupants when the collision occurred.

The right front of the car took the main force of the impact and the vehicle was spun around. It smashed into a "no parking" sign and tore through a fence, coming to rest upright and facing west in a lot on the east side of Hinchey, about 40 ft. from the point of impact.

Train engineer Gerald Greenham, 55, of 198 Hinton Ave., said the train was not going over 25 mph at the time.

01/06/1965 *Ottawa Citizen**Carleton Place**Woodroffe*

Path over tracks safer route, inquest told

A short cut across railroad tracks because it was safer than walking on the street ended in death for his son, a father told a coroner's inquest Monday night.

Jeffrey Allard, 6, son of Mr. and Mrs. Alexander Allard, of 76 Ayleen Ave., died from skull fractures that resulted in severe brain damage after being hit by a train March 25.

He was using a path across the railway tracks, east of Woodroffe Avenue, to the Richmond Road when he was killed.

Residents in the area commonly use the pathway and it was considered safer by some parents than Woodroffe for their children.

Woodroffe had no sidewalks and since the new Ottawa River Parkway opened was heavy with traffic.

Mr. Allard testified that tandem trucks hurtle along Woodroffe at 40 mph and called it "a death trap for children."

Because of this he thought the path across the tracks was safer for his children than Woodroffe.

Speed up urged

The jury recommended that the city's school sidewalk program, already in progress, be speeded up. Construction of sidewalks on Woodroffe below Richmond Road started last week.

Also recommended in the verdict was that railway tracks inside the city be protected by page wire fencing similar to that used on the Queensway.

Canadian Pacific Railway associate roadmaster Kirk Martineau of Carleton Place testified that since 1961 the stretch of fencing blocking the pathway in question had been repaired every spring and fall

But, Mr. Martineau, added it was always torn down shortly afterward. In one instance, the fence and a "No trespassing" sign had been taken down the day after being erected.

The path ran from the end of the street where the dead boy lived, across the tracks to Richmond Road.

Children used it to get to Woodroffe Public School, situated on Woodroffe south of Richmond Road, where the dead boy was in Grade one.

Freight train

Evidence indicated that the boy ran or walked into the side of the eastbound freight train.

Elwood Sloan of 1016 Connery Ave., engineer on the train, said he blew the whistle at a point just east of Woodroffe, about 700 feet from where the boy was hit.

Neither he nor any other members of the crew knew that the boy had been hit until they reached Westboro Station where they were told of the accident.

All the members of the train's crew testified that they had not seen any children in the area of the pathway.

Jeffrey's sister, Patricia told the jury that her brother was running ahead of her with his twin sister Debra on the path towards the track.

She saw the train pass and then saw her sister crawling away from the track. It is thought that Debra was hit by the flying body of her brother.

Returning to school

The children were on their way to school after lunch when the accident occurred at about 12.40 p.m.

It wasn't usual for a train to be using the track at that time. The train involved was about five hours late.

Dog theory in death I

Was young Jeffrey Allard being chased by a dog when he was struck by the train and killed March 25?

The question didn't come up at Monday's inquest into his death, but it was one theory offered when the accident occurred.

Just before Monday night's inquiry, a Toronto lawyer representing the Canadian Pacific Railway went to the scene of the accident to familiarize himself with the area.

While there, a big collie charged at him, forcing the lawyer to retreat.

Reports when the accident occurred said that his twin sister Debra said she saw him being chased by a dog just before he was hit by the train.

12/06/1965 *Cornwall Freeholder**New York Central**Cornwall*

Seaway Explains Decision on Bridge Demolition Bid

Failing to conform to "the requirements of the specifications" cost Van Leishout

Construction of Cornwall, the contract for demolishing the north span of Roosevelt Bridge.

This was the reason given today by St. Lawrence Seaway Authority for rejecting Van

Leishout's low bid of \$55,600 in favor of the next lowest, \$108,980 from Panzini Ltd., of Montreal.

L.E. Beland, Authority secretary, told The Standard-Freeholder the "complexity and the

dangers involved" in removing the bridge made careful investigation necessary.

"The low tender submitted by Van Leishout Construction," he said, "was the subject of special study because the price quoted was so favorable and because the firm's headquarters were in Cornwall."

MADE APPRAISAL

The Authority's engineers, he said, thoroughly appraised the proposed procedures, prices, experience of the contractors in this class of work, adequacy of their staffs and their financial responsibility.

Mr. Beland said the Authority also sought the opinion of two qualified bridge engineers from

the Department of Transportation and Department of Public Works. They studied the plans and specifications and the Van Leishout tender.

"These two specialists," he said, "agreed with Authority engineers that the method of

demolition submitted by Van Leishout did not conform with the requirements of the specifications. For this reason, the contract was awarded to the second low tenderer, Panzini Ltd., of Montreal."

Disappointed, Mr. Van Leishout said Friday the tendering cost him \$2,000. He felt he had the men, experience, methods and equipment needed to do the job well.

Train kills boy, aged 10

A 10-year-old boy running away from a barbershop after a haircut was struck and killed by a Canadian Pacific Railway passenger train Tuesday at 5 p.m. Jimmy Oliver, son of Mr. and Mrs. Jim Oliver of 2648 Regina Ave. was killed instantly when bit by a 50-mph westbound train, just west of the Britannia Road crossing.

Just before the accident he had run from a barber shop on Howe Street which parallels the railway line.

Ran out earlier

The youngster had bolted from the same shop shortly before while waiting to get his hair cut but had returned and allowed the job to be done.

He had an infection on the back of his neck and apparently feared it would be injured during the hair cutting process.

Engineer of the train in-volved Verner Dier, 45, of 967 ; Wellington St., said he didn't see the boy until he was 10 feet away from the engine.

It was the fourth accident Mr. Dier has been involved in since last November while engineer on a train.

The Scott Street line and its continuation out to Britannia has been the scene of numerous fatalities since its installation and has one of the highest railroad fatality rates in the country.

A coroner's jury earlier this year recommended that page wire fencing be installed along railway tracks inside the city.

There was no protective fencing to prevent Jimmy Oliver from crossing the tracks where he met his death.

The boy's body was carried 140 feet by the engine's cow catcher before it fell off into the north ditch beside the tracks.

Engineer Dier told police that the train's whistle was going at the time of the impact.

06/07/1965 *Ottawa Citizen**Carleton Place*

Train speeds in Ottawa

The Board of Transport Commissioners has rightly decided to limit the speed of trains to 35 mph at all unprotected crossings on the section of the CPR's Carleton Place Subdivision lying within the city limits.

While this stretch of track is due to be abandoned next year as part of the railway relocation program, it is necessary to take into account the heavy traffic now moving over the crossings and on streets adjacent to the track. It is to be hoped that the board also sees fit to approve the installation of some form of automatic signal protection on the most dangerous of the crossings. Several serious accidents have occurred at level crossings in this area in recent years.

The city should take particular note of the points made by the federal board in rejecting Its bid to have the speed within Ottawa reduced to 35 mph. The commissioners said that their investigation of thousands of crossing accidents had given them "no sufficient reason to believe that a general reduction of train speeds to 35 mph in urban areas , would actually reduce crossing accidents." And they felt that Ottawa should not be treated any differently than any other city with about the same population. (The speed of trains over unprotected crossings within this city is voluntarily Mmitted by the railways to 45 mph.)

This does not mean that the city should hesitate to ask for reduced train speeds when it believes that the circumstances warrant such action. But it should do much more than at present to bring about the installation of signal protection at crossings in Ottawa and its environs. Under the Railway Grade Crossing Fund legislation, a municipality is required to put up only 12 1/2 per cent of the approved cost of automatic warning signals.

07/07/1965 *Ottawa Citizen**Prescott**Colonel By Drive*

Man unhurt as car rams train

Gerald Aldrich, 42, of 26 Marlowe Cres., had a close brush with death when his car collided with a train Tuesday at 11 p.m.

Mr. Aldrich escaped uninjured after his late model car hit the engine of a freight train at a crossing on Colonel By Drive, just west of Bronson Avenue.

The impact threw the car in a northerly direction. It came to rest just short of going into the Rideau Canal, which runs alongside the Driveway.

The crossing is not protected by a wig wag warning system and is poorly lighted.

Engineer of the train was Lucien Bonneville, 41, of 496 Donald St.

Damage to the car was estimated at \$1,800.

09/07/1965 *Cornwall Freeholder**New York Central**Cornwall*

Arrive in City to Remove Historic Roosevelt Bridge

Employees of Panzini Construction of Montreal have arrived in the city to begin demolition of the historic old north span of Roosevelt Bridge.

The 85-year-old bridge has been closed down since the opening of the new north span of Seaway International Bridge in 1962.

The bridge connects the city with Cornwall Island. The city terminal is just west of the Howard Smith mill of Domtar Pulp and Papers.

R.J. Burnside, director of operations for the St. Lawrence Seaway Authority, today cautioned small pleasure boat operators that cables anchoring work scows in the river will present a serious hazard.

The demolition work will involve the dismantling of the entire steel superstructure and the masonry piers. The latter will entail blasting.

Part of the cantilever structure will be removed by lowering it to scows in the river. During this operation the scows will be anchored between two bridge piers with cables extending upstream to anchorages in the river or on the banks. These submerged cables could cause accidents if hit by small boats, and all boat operators are asked to stay clear of the area.

BEGINS MONDAY

The latter phase of the operation will be carried out, beginning the first of next week and continuing until Aug. 3. The contract calls for the completion of the project by Oct. 31.

The contract for \$108,908 was awarded to Panzini about a month ago alter a study had been made of a lower bid of \$55,600 entered by Van Leishout Construction of Cornwall.

Engineers of the St. Lawrence Seaway Authority advised against accepting the Van Leishout bid because of the method the firm proposed to use.

The old bridge was initially used as a link in the new York Central Railway. Vehicular traffic was introduced in 1934. It was at that time the only bridge between Montreal and Niagara Falls.

The south span of the old Roosevelt system was removed prior to the opening of the St.

Lawrence Seaway as it was too low to allow passage of the large vessels.

The new north channel bridge which was completed in 1962 is also of such a design as to

allow passage of large ships should an all-Canadian seaway be built between Cornwall Island and the city. The new bridge is west of the old one, intersecting with Brookdale Avenue.

16/07/1965 *Ottawa Citizen*

*Kingston (CN)*

*Kingston*

Two freights derailed at Kingston

KINGSTON (Special) Two CNR freight trains travelling in opposite directions were derailed half a mile east of Kingston at 4 a.m. today. No one was injured. Toronto - Montreal main line traffic was re-routed through Smiths Falls and Napanee.

The eastbound eight - car freight was derailed first and several cars swung out into contact with the slow-moving seven - car westbound train, pushing part of it off the track.

Hand car blamed

Cause of the derailment of the eastbound train is being investigated. A small baggage hand-car that rolled under the train may have been responsible.

A full load of packed cigarettes and cigar cartons on -a tractor-trailer spilled off a flatcar.

Other damage included the smashing of an expensive new mechanical diesel oil refrigeration unit in the door of a meat car.

Despite track damage, single-line traffic was expected to be restored early this afternoon.

16/07/1965 *Ottawa Journal*

*Kingston (CN)*

*Kingston*

CNR Trains Derailed

KINGSTON A 15-car derailment involving two freight trains a half mile east of here early today blocked the Canadian National Railways main Toronto-Montreal line and caused extensive rerouting.

H. J. Fast CNR area manager for the Rideau District, said emergency crews from Belleville were expected to restore single line traffic by noon.

There were no injured.

Following the 4 a.m. accident involving seven cars of a westbound train and eight of an eastbound freight, through traffic was re-routed through Smiths Falls and Napanee.

Mr. Fast said railway investigators had not yet established the cause of the derailment, which occurred as the two trains passed each other

17/07/1965 *Ottawa Citizen*

*Locksley*

*Pembroke*

Canadian National Railway Company invites offers to purchase its choice downtown station property at the corner of Pembroke and MacKay Streets - a total of approximately 3.0 acres.

With plan - -

17/07/1965 *Ottawa Journal*

*Kingston (CN)*

*Kingston*

Handcar Caused Crash?

KINGSTON, Ont. (CP) A handcar which had apparently rolled too close to the CNR main line tracks is believed to have caused the derailment of 15 freight cars east of the Kingston station Friday.

Railway officials say the handcar was dragged under a piggyback flatcar on one of the two trains involved in the accident.

The flatcar derailed eight eastbound and seven westbound, blocking the west-bound track for eight hours and the eastbound for 10 hours.

22/07/1965 *Cornwall Freeholder*

*New York Central*

*Cornwall*

Huge Crane at Bottom of River

"Down went Maginty to the bottom of the sea." runs the old song. But it wasn't Maginty, and it wasn't the sea.

It was a 25-ton crane which toppled off the south cantilever arm of the old Roosevelt Bridge into the St. Lawrence River.

The unnamed operator jumped from the plummeting crane to the deck of the bridge,

scrambling to safety before the big splash.

The crane is owned by Henry Panzini, demolition contractor from Montreal. The heavily

loaded crane was in use during work in tearing the old bridge down.

While a sinking feeling may have been experienced by the company as the crane disappeared beneath the waters, demolition work is proceeding on schedule.

Completion date is slated for October.

Company officials could not be reached for comment, but it is understood another crane will be brought in to remove the first from the water.

22/07/1965 *Cornwall Freeholder*

*New York Central*

*Cornwall*

Lower Big Section of Old Roosevelt Bridge

The 140-ton centre section of Roosevelt Bridge was lowered onto two barges and towed away Wednesday in a six-hour operation that ended after darkness had set in.

The 157-foot centre span was lowered by Dominion Bridge Company under sub-contract to Panzini Construction of Montreal, contractors for the demolition job.

Some 40 employees of Dominion Bridge, Panzini and supervisory personnel took part in the operation from craft moored in the north channel of the St. Lawrence River.

Workmen began cutting the section free at 4 pm and completed this aspect by eight o'clock. Winches working off the adjacent bridge sections slowly lowered the heavy section to within a few feet of the water. Barges which had been moored upstream were then brought in to complete the job.

One of the most tricky tasks was centering the section and balancing it in the barges which were fastened together by a steel framework. This was accomplished without mishap.

The section was then towed upstream and left on the barges where it will be cut apart with torches and converted to scrap.

Once the section was cut free it took only 14 minutes to lower it, an engineer disclosed. He indicated the next big jobs will be to lower the sections at each side of the river.

The Roosevelt Bridge was built some 60 years ago as a New York Central Railway link between the city and Cornwall Island.

It was converted in 1934 to handle highway traffic and was used for this purpose until two years ago when the new Seaway International Bridge was opened.

14/08/1965 *Ottawa Citizen*

*Kingston (CN)*

*Cardinal*

New causeway at Cardinal

Cardinal - Work on a new causeway to replace the old steel bridge that spans the former canal here, is expected to begin this fall, village council learned at its recent meeting.

Relocation of railway tracks now using the bridge is to be discussed at a meeting of the Canadian National Railways, Canada Starch, the St. Lawrence Seaway Authority and the municipality.



Kendall sparks inquest 'crusade' for crossing safety

An angry coroner said Tuesday night he would fight for his jury's recommendations in Toronto, if necessary, to lessen the danger from rail traffic through Ottawa.

Dr. W. T. Kendall made his pledge as he called for strong recommendations following an inquest into the death of James Oliver, 10, son of Mrs. Rita Oliver, of 2648 Regina St.

The jury found that the boy died instantly when a Canadian Pacific Railway train struck him just west of Britannia Road last June 15.

The jury's recommendations stated:

The railway company should erect fences "to protect juveniles from having access to the rights of way for at least 600 yards in either direction from a level crossing."

The company should maintain fences as much as it does tracks, also the property within rights of way next to level crossings. This would "insure that existing fences are erected and in good condition and that all trees, bushes or other obstructions in the vicinity of such crossings are removed."

Since the railway speed limit in Hull is 15 miles per hour, "the board of transport commissioners or other responsible bodies should be urged to reduce the speed of all trains operating in Ottawa to 15 miles per hour in the interests of public safety."

Agencies owning land next to railway rights of way-should "be urged with the railway companies themselves to assume their proper responsibility and define their areas of jurisdiction so that fence construction and maintenance would result in adequate protection to citizens."

Dr. Kendall congratulated the jury for the recommendations returned after 1 1/2 hours of deliberation.

'Shifting of responsibility'

"For over 25 years," he had told the jury "there has been considerable shifting of responsibility along this stretch of railway, and not only concerning fencing and road crossings.

"The parties concerned always resolve their arguments. They usually agree costs are fantastic, and nothing is done."

He said the CPR runs through "almost half of Ottawa at a more or less unrestricted speed."

Proper fences are lacking in many places, and the blame must go to the city, National Capital Commission, public works department and board of transport commissioners, as well as railways, stated Dr. Kendall.

"It is a mumble-jumble, continually," he said, "and we just close our eyes to it and let it go."

"The fact that the federal government is supposed to be moving that main line means nothing to me," he said. "They've been doing that for 25 years."

He said he would take the jury's recommendations to authorities in Toronto.

"If Hull - a whistle - stop compared to Ottawa can have a 15 mile per hour speed limit," said Dr. Kendall, "then I see no reason why the Board of Transport Commissioners can't lower the speed limit in Canada's capital,"

Following the inquest, a railway spokesman commented that the law requires fences along tracks only to keep cattle off, not to protect children. "A fence doesn't stop them," he said.

He added that Hull has a lower rail speed limit because of the great number of road crossings, and trains don't give warning whistles there as they do in Ottawa. Evidence during the inquest was that James Oliver had approached the railway track from a shopping centre on the northwest corner of the track and Britannia Road.

Fence down

Witnesses said a wire fence on the north side of the track had been trampled down for years and children and adults often took short cuts across the track.

Kirk Martineau, of Carleton Place, CPR assistant road-master, testified there was no fence along the south side of the track there.

"This has been the responsibility of the city since Ottawa took over the Electric Railway company," he said. "There hasn't been a fence on the south side in over 10 years."

The CPR fence, he said, had been in good repair .after regular fall maintenance there last year, but that construction of the shopping centre through the winter had helped beat it down.

Unable to stop

Engineer Vernon Dier said the diesel unit and five coaches were 10 to 15 feet from the boy when he saw him. He threw on the emergency brake, but the train did not stop for 1,100 feet.

Cst. Gerald Egan said the right front corner of the train struck the boy, throwing him for 140 feet.

Members of the jury were G. W. Greene, 556 Coronation St.; T. W. O'Brien, 528 Fenhill St.; Harvey Harris, 1014 Fisher Ave.; Gordon Fyfe, 1327 Ave. "R", and Andre J. La-pointe, 1323 Ave. "S".

Section of Old Bridge Topples Into River

A 70-ton span of the old Roosevelt Bridge took an unscheduled plunge toward the river

Sunday afternoon, when part of the south cantilever arm gave way. The metal supports are now resting on an incline down to the water.

A month ago, a 25-ton crane toppled off the south span into the river. The crane is still under water, but Panzini Construction, contractors for the job, intend to salvage the equipment.

A second large crane was brought in from Montreal this morning. According to a Dominion Bridge supervisor, the fall of the bridge section brought no additional trouble.

The bridge, weighing 300 tons with the spans on it, had been stripped down to 140 tons, leaving only 70 tons on the part which fell. He expected no difficulties in cutting the span down.

"We dropped a 2,100-ton span on the Jacques Cartier Bridge, lowering the span at the same time we brought the new one over the seaway," he said.

He considered the happening might have been fortunate. "When we got the weight on the machine, we wouldn't know the weight on the borings."

Safety Inspector Al Roberts said there had been some thought of blowing the span up, but it had been decided to cut instead.

Work on the north cantilever arm begins today. Stone piers in the water are to be taken down to a specified height, and the old road bed on the south side will be removed. Work is scheduled for completion in October.

CPR cuts train to Ottawa

Canadian Pacific Railway has merged two passenger trains in and out of Ottawa to free diesel units for moving grain trains from the west.

Train 4, a transcontinental which had run out of Ottawa at 6.15 a.m. has been merged with train 232 which leaves at 6.53 a.m., arriving in Montreal at 9 a.m.

Train 235, a conventional train which left Montreal at 4 p.m arriving here at 6.30, is now a rail diesel car, running on the same schedule.

Rail subway overhaul under way

Work has started on reconstruction of the subway on Highway 15 where it passes under the CPR line just west of Bell's Corners.

Motorists using this route will find a detour on the highway in operation during the winter.

The detour will be a level crossing over the rail line, which will also be a detour, with a flashing light signal and bell to warn traffic.

The rail line detour will permit removal of the present subway and construction of a new subway, without interference by traffic on both routes.

When the work is completed next spring, highway traffic will begin using the new subway which will eliminate two dangerous curves in the road. The rail line will be replaced over the new subway and the level crossing will be discontinued.

It is understood the CPR line will be joined with the CNR main line just north of Bell's Corners, and from this point, trains will enter the city and the new union station, expected to be open by next July.

13/10/1965 *Ottawa Citizen**Beachburg**Bells Corners*

Aerial photo.

Highway Kink Going

The troublesome kink in Highway 15 at Bells Corners will be gone and the tunnel under the railway tracks will be replaced by a wide high underpass in this project. The wide curving roadbed along the left of the tracks will carry re-routed rail traffic during construction on the underpass. The temporary road-rail crossing will be guarded by wig-wag signals.

15/10/1965 *Ottawa Citizen**Beachburg*

Beachburg line. Steamed-up owners renew battle

More than 200 Alta Vista area residents renewed their battle to relocate the Beachburg subdivision railroad line, at Ridgmont High School Thursday night.

Backed by elected representatives, they endorsed a motion to city council, signed a petition to Governor-General Vanier and received a promise from Progressive Conservative Party leader Diefenbaker.

Aid. Don Kay said he would make the motion at next Monday's council meeting.

The motion resolves that Ottawa purchase running rights of the Beachburg line, including all land and track associated with the line to the Hurdman's terminal site.

Mrs. Eleanor Dunn, chairman of the meeting, said this would give the city control over the line, and make relocation possible.

\$950,000 price

E. R. Bushfield, chairman of Citizens for Ottawa Planning, said the National Capital Commission has agreed to pay \$950,000 for running rights to the line, and the city should be able to buy the rights for the same price.

The motion proposing purchase of running rights lists six arguments for the action:

NCC officials have stated removal of the line would be good city planning.

Prime Minister Pearson has indicated he would not oppose city-railway-NCC negotiations to relocate the line. (But he did urge the city last February to drop the matter until after completion of the new Union Station, Queensway and four-lane highway linking the Queensway with Confederation Square.)

Lucien Cardin, former minister of public works, said last June the NCC would cooperate in negotiations.

Patients and surgeons (sic) in pay \$950,000 to the new terminal company for the running rights."

Mayor Reid has said, publicly, that he favors negotiations to remove the line

Patients (sic) and surgeons in the new Riverside Hospital, nearby, will be bothered by vibrations from the railroad.

Loop proposed

Mr. Bushfield argued that construction of a "turning radii" at the southwest corner of the existing merchandising terminal would provide a loop around the station and take the place of the Beachburg line.

Although it would not provide the railroads with the excessive flexibility of the Beachburg line, it would only cost about \$45,000, said Mr. Bushfield, and would not hold up completion of the new station.

Ottawa's share of overpass costs and \$200,000 extra to insulate Riverside Hospital would total \$1,083,000, almost the amount needed to purchase running rights which would make these expenses unnecessary, he said.

It would also halt devaluation of property which has caused an estimated \$3,200,000 loss to 800 homeowners along the line.

Legal action?

Con. Murray Heit proposed legal action to bring about relocation of the line should council reject the motion Monday.

Mrs. Dunn proposed more militant action, if negotiations fail to materialize, and asked for volunteers.

A spokesman for Bayview Property Owners' Association said the Beachburg line would be discussed at a meeting in Bayview Public School Nov. 4.

The petition circulated appeals to the governor-general, "to use your influence in assisting Ottawa citizens in their effort to have the Beachburg railway line removed."

As at a similar protest meeting at the school last February, the NCC and the railways, Canadian Pacific and Canadian National, were not represented by spokesmen.

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27/10/1965 *Ottawa Citizen**Beachburg*

Four parties open talks on rail line.

Mayor Reid and officials of CNR, CPR and National Capital Commission were meeting this afternoon to discuss the proposed relocation of the embattled Beachburg subdivision.

The meeting results from a recent city council refusal to accept a government-railway opinion that the relocation of the troublesome rail line would be too expensive. Council insisted the government and both railways give a detailed estimate of the cost of the proposed relocation.

Residents of Alta Vista object to the noisy, unsightly CNR line. They claim expensive residential area has been built on the understanding that NCC planning called for the line to go elsewhere.

Although the Beachburg line is CNR property, both railways will be partners in the Ottawa terminal railway company which will operate the new union station and plan rail routes leaving the station in all directions.

29/10/1965 *Ottawa Citizen**Brockville*

Complaints force the return of discontinued train

Curtailment of train service between Ottawa and Toronto has brought so many complaints that at least one service has been brought back, the Board of Transport Commissioners said today.

Deputy Chief Commissioner J. E. Dumontier said this morning the run between Smiths Falls and Brockville will not be dropped by the Canadian Pacific Railway as originally scheduled.

Mr. Dumontier said the board had received "a considerable number of letters" protesting the move.

**01/11/1965 Ottawa Citizen**

**Kingston (CN)**

New trains launched by CN, CP

MONTREAL (CP) - Canadian National and Canadian Pacific railways inaugurated new Montreal - Toronto trains Sunday, ending a 32-year pool train service. Montreal Mayor Jean Drapeau acted as dispatcher in a ceremony starting the CNR's new Rapido on its ways to Toronto. CNR calls its four-hour, 59-minute scheduling the fastest inter-city service in North America.

Fifteen minutes later, at 5 p.m., the CPR's new Royal York left here for a slightly longer run to Toronto.

Under the pool arrangement, day, evening and overnight trains were scheduled between here and Toronto. With the suspension of the service, the CPR has eliminated overnight service and the CNR kept it, and both railways have day and evening trains.

The CNR ceremony for the first departure of the Rapido was linked by a closed-circuit television hookup to a similar ceremony in Toronto. Mayor Drapeau and Mayor Philip Givens of Toronto exchanged informal banter.

**06/11/1965 Ottawa Citizen**

**Alexandria**

The "Bytownner" a new CNR noonday train made its first run between Ottawa and Montreal Sunday. Leaving Ottawa at 12.20 p.m. and Montreal at 12.10 p.m., it will make the 117-mile run between the two cities in two hours and ten minutes.

**15/11/1965 Ottawa Citizen**

**Alexandria**

Santa gets here by 'copter, train

By Walford Reeves Citizen Staff writer

Santa Claus couldn't be kept away from Ottawa by the rain Saturday, but instead of using his reindeer he arrived by train after a flight from the North Pole by helicopter.

The special Freiman's 20-car train carried 2,054 people out to Vars to greet him and carried them back again, only this time with Santa as their special passenger. Entraining at Union Station, passengers found the coaches decorated with streamers and balloons. In each car was a teenage hostess who later handed out packets of cookies to the children and parents.

Excitement mounted as the train moved into the small community of Vars, about a half-hour run out of the city. Then squeals of delight as children rushed from side to side to catch a glimpse of Santa's special helicopter as it circled above.

Return journey

It landed at the rear of the train and Santa climbed aboard, after waving goodbye to a number of local children who had also seen him land.

Santa had no time to rest. He was ushered hastily through the train as it began its journey back to Ottawa.

As Santa entered each railway coach the children shouted, laughed, cheered and some even cried. In one there was even a chorus of For He's a Jolly Good Fellow.

One small boy, obviously worried about his behavior during the past year called out. "I will be good Santa."

The train was filled predominately with French children who called out "Pere Noel," and Santa, who speaks almost every language, replied in French, much to their delight.

But Santa had to rush his way through the train as it moved closer to the city and another waiting crowd. So with a quick wave of his hand, a handshake, a pat on the children's heads or a chuck under their chin, he disappeared into the next coach where the scene was repeated.

Mayor Don Reid welcomed him at Union Station on a special stand before an audience of hundreds.

Santa then climbed on to a float with replicas of his reindeer and the rain stopped. Led by the Governor General's Foot Guards' Band, the Riderettes, floats, clowns, pretty girls, and Les Troubadors de Hull, he paraded to Freiman's department store on Rideau Street. Several thousand more cheering children lined the streets to the store.

Santa did go into the store but made a hasty exit from the rear because he had to be in another parade at the Westgate shopping centre.

**20/11/1965 Ottawa Citizen**

**Beachburg**

Ottawa couple escape when freight hits car

An Ottawa man and his wife narrowly escaped injury Friday when their car was struck by a CNR freight train at the crossing on Riverside Drive, and thrown 90 feet.

The car, driven by William Westwick, 25 Lakeside Ave., sports editor of the Ottawa Journal, was going east on Riverside Drive behind a dump truck.

The truck crossed the tracks, then stopped to try and make a left turn. As a result, the Westwick car stopped on the tracks, with the train fast approaching.

Mr. Westwick turned the car to the right and started down the track, followed by the train. Then he braked and both he and his wife, Rita, jumped clear.

The train, with engineer Wallace Goldberg of 33 Brighton Ave., at the controls, was going about 10 to 15 miles per hour when it hit the car, throwing it into the ditch, over Riverside Drive, and into the far ditch.

Approximately \$600 damage was done to the rear of the Westwick vehicle, and \$100 to the front of the train.

Mr. Westwick was on his way to catch a plane to Las Vegas at the time of the accident. He made the flight