

Local Railway Items from Area Papers - 1966

20/01/1966

Eganville Leader

Tramway

Dominion Lime Products

Bonnechere Lime Works Closes

Mr. and Mrs. Richard Pillion and family, residents of Eganville for the past five or six years while Mr. Pillion was plant superintendent at the Bonnechere Lime Products Plant at Fourth Chute, have returned to Carleton Place, their former place of residence. Reason for the move is the decision of the proprietor, Mr. S. J. Nielson, to close the plant until such a time as a substantial lime contract can be negotiated. For some time, a higher grade of limestone than that found at Fourth Chute was trucked from Carleton Place, where Mr. Nielson has a similar operation, and processed here, but this was found to be an uneconomical arrangement. Thus, the decision to close was reached.

The lime industry is one of the oldest in this district and it is a pity that the present action is necessary. Besides employing up to fifteen hands, depending on how many kilns were burned there are three on the property successive owners have always purchased large quantities of kiln wood, from farmers in the earlier days, and slabs from sawmill operators in later years. It contributed a great deal to the local economy and it is hoped that changed conditions will enable them to reopen in the not too distant future.

01/02/1966

Ottawa Citizen

Alexandria

Ridge Road

Two Injured as truck [sic] runs into garbage truck

The driver and a helper escaped serious injury when a loaded garbage truck was hit by a passenger train at a level crossing Monday at 12.40 p.m.

Lucien Bellefeuille, 24, of 131 Chapel St. and helper Ovide Poliquin of 94 Bruyere St. were treated at Civic Hospital and released following the accident.

The incident occurred on the Ridge Road crossing half a mile south of the Russell Road. Damage to the late model truck was estimated between \$15,000 and \$16,000.

Damage to the Canadian National Railways locomotive heading east toward Montreal when it struck the truck, was given as \$3,000.

The impact yanked the trailer part of the truck off its hydraulic lock to the cab and pitched it 40 feet into the northeast ditch.

Cab not hit

The cab wasn't hit by the train but was spun around and into the ditch beside the tracks.

The trailer section of the truck was hit almost in midsection and demolished. Garbage was spread over a wide area as the trailer spun into the ditch.

It took the train 400 yards to stop after the collision. Engineer John Shipman of 5494 Derossier St., Montreal, said the train was going 20 mph just before the accident.

The train was delayed for some time and then allowed to continue to Montreal for repairs.

Driver Bellefeuille told police he was warned by Mr. Poliquin that the train was approaching and applied the brakes but slid onto the tracks.

When he saw the truck was going to be hit he accelerated and in doing so moved the truck forward just far enough to prevent the cab from being hit.

03/02/1966

Ottawa Citizen

Smiths Falls

Motorists accustomed to seeing freight trains only on the CNR Ottawa-Smiths Falls line are cautioned that there are now two passenger trains daily through Merivale, Twin Elm, Richmond Station, Dwyer Hill, Nolan's and Smiths Falls junction the first in 30 years!

07/02/1966

Ottawa Citizen

Smiths Falls

Jockvale Road

Three injured when auto, train collide

Sharon Anne Burnett, nine-year-old daughter of Mr. and Mrs. William P. Burnett, of RR 3, Ottawa, received a broken leg at 10 a.m. Sunday when a late-model car, driven by her father, hit a CNR passenger train on the Jockvale Road about six miles southwest of City View.

Mr. and Mrs. Burnett were treated for minor head injuries at the Civic Hospital where their daughter was admitted.

Nepean Township Constable Gordon Deavy said the injured were taken to hospital in a town ship fire department emergency truck. The car was demolished.

16/02/1966

Ottawa Journal

Smiths Falls

Elgin

Long Train Delay

SMITHS FALLS (Staff) , Dozens of passengers aboard the CNR's Ottawa to Toronto overnight passenger train No. 105 spent most of last night sitting in a siding near Elgin, 30 miles southwest of here, on the new train's second run.

The delay took place when the train broke a journal on an express car, a CNR spokesman said.

The express car was shunted on to a nearby spur line and the train then had to back up; 30 miles to Smiths Falls where it arrived at 8.20 a.m. today.

The train resumed its journey heading for Brockville on the CPR tracks, 50 minutes later with five car and a van

A CNR spokesman said there were no injuries or any derailment caused by the broken journal. The defective car was returned to Belleville by an auxiliary unit and repaired, he said .

The train, was to have arrived in Toronto at 6.45 a.m today.

A railway spokesman said CPR restaurant personnel were ordered by CNR officials to feed more than 60 passenger and 'provide them with whatever food they required.

A journal or hot-box breakdown can cause a derailment if left unnoticed. It is caused by running out of lubrication, which in tum can cause the journal to come apart, releasing the axles and allowing the wheels to come off, a railway official said.

The trouble was noticed by an unidentified train crew member who pulled the emergency cord, stopping the train.

Train bumps car on track

CORNWALL (Special) Four men said they thought they were on Highway 43 when their car went 200 feet up a Canadian Pacific Railway track near here Sunday evening.

A police constable noticed the car, got the quartet away from the tracks and waved a flare in time to slow down an 87-car freight train.

The train bumped the front of the car, causing \$250 damage to it. Police charged the car driver, Leo Belanger, 60, of RR 1, Cornwall, with impaired driving. Belanger and his passengers Lawrence MacDonald, 40, of 440 Marlborough St. North, Patrick M. Lafave, about 42, of 9 Marlborough St. South and Maurice Leger, 59, of 503 Fourth St East - escaped injury.

Ice fishing

They travelled west on Highway 43 and turned right onto the CPR tracks just east of Monkland, about 15 miles north of Cornwall.

The car stalled after travelling 200 feet, and two got out, leaving Belanger and the fourth in the car. The pair began pushing from the front.

Constable J. O. Robinson of the Lancaster Provincial Police detachment, coming from an accident in nearby Maxville, noticed the car and men on the track.

The constable parked his cruiser and ran over. The men told him their car had stalled and they wanted to push it off the road.

Freight comes

Constable Robinson was telling them they were actually on the tracks when the Montreal-bound CPR freight approached.

He helped Belanger and his companion out of the car. The quartet ran for safety. Constable Robinson raced to his cruiser and grabbed a flare which he waved at the train.

The engineer saw it in time to slow down. Constable Robinson said the engineer probably would never have seen the car with the two men blocking the headlights while trying to push the vehicle.

The train sustained \$20 damage and was delayed 40 minutes. While it was stopped, a Cornwall driver noticed its light, slammed on his brakes and struck a guide post and part of the gate at the crossing.

Police said Glen Martel, 26, of 331 Clark St. was westbound on Highway 43. His car skidded on slippery pavement and sustained \$600 damage.

He and two passengers escaped injury. Police said they left the gates open while the track was cleared in order to avoid a traffic tieup.

Investigation of both accidents was by Constable William J. Atchison of Long Sault detachment.

26/02/1966 *Ottawa Citizen**Sussex Street*

The old train bridge at the end of King Edward Avenue is all but demolished. Another historic landmark - with sinister overtones - being removed from the path of progress. Despite efforts of locomotive engineers who shot hissing steam at kids bathing on the bridge to chase them off, many drownings occurred on the ancient span.

30/03/1966 *Ottawa Citizen**Smiths Falls*

Naval officer type and wife discussing uniforms with three ratings aboard an Ottawa-bound CNR train from Toronto Monday night produced this bit of information from the lady which was heard all over the coach: "The new uniform trousers are so thin I wouldn't let my husband put his on. You can see right through them!"

07/04/1966 *Ottawa Citizen**Lachute*

With photo

He almost made it

A taxi driver and his passenger escaped with minor injuries this morning when their car was hit by a fast train at the west end of Gatineau. Driver Roch Cadieux, 30, of 304 East St., and Andrea Despatie, 25, of 354 Frontenac St., Gatineau were treated at hospital. Only the rear of the car was caught as it crossed the tracks on Paiement Street.

15/04/1966 *Ottawa Citizen**Walkley Line*

Safety lax in rail death

An Ottawa coroner's jury, looking into the death of a Canadian National Railways car inspector, asked that the railway instruct its foremen to "impress" upon their men the importance of safety.

The recommendation came Thursday night as the result of an inquest into the death of Peter Bartlow, 54, of 2476 Kaladar Ave., who died early Feb. 18 of acute loss of blood while working in the CNR's Walkley Yards.

The verdict was that Bartlow died after he was "run over by a freight car which was moved when the train was being made up."

The verdict added that "no blame is attached to any person in this accident as the cause would seem to be that safety regulations of the railway were not followed."

Testimony indicated that Bartlow, inspecting a part of a train that included 21 tanker cars, had not lit a warning blue light to indicate that he was working in the area.

Clayton Beatie, the car inspector working with Mr. Bartlow, said he arrived at the site of the tanker cars just after the victim and just in time to hear a bang as the cars moved unexpectedly. He then ran around to find Bartlow severely injured.

Coroner Dr. J. A. Thomson, in addressing the jury, said he thought the accident followed the adage "familiarity breeds contempt" and occurred because procedures were lax

22/04/1966 *Ottawa Citizen**Waltham*

Rail buffs plan trip to Waltham

More than 100 members of the Canadian Railroad Historical Society's Ottawa branch will leave Ottawa by special CPR train Sunday morning to make the 80-mile trip to Waltham, Que.

The group, headed by branch president W. F. G. Williams, will leave the capital at 8.10 a.m. standard time in two rail-diesel cars.

There has been no passenger service on this line for five years.

The train will stop at Fort Coulonge from 11.20 a.m. to 12.40 p.m. while a country-style dinner is to be served in the parish hall by the Farmerettes Club and guests are taken to view the recently restored covered wooden bridge.

The train will arrive at Waltham at 12.55 p.m., leave there at 1.40 p.m. and arrive back in Ottawa at 4.20 p.m.

'Last fling' almost fatal for three

CORNWALL (Special) Three young people, in a car that crashed through a level crossing gate with a red light into the side of a fast-moving freight train, are lucky to be alive, Cornwall police said today.

The accident happened when a 1955 car being driven south on Boundary Road at the Belle-feuille CNR crossing, smashed the crossing gate, struck the side of a westbound freight travelling at between 50 and 60 miles an hour. The car and its occupants were thrown 40 feet to the west of the crossing.

The driver, Gordon Collette, 21, of 731A Augustus St. and his two passengers were only slightly hurt. The car was wrecked.

Collette was taken to the police station and charged with impaired and careless driving.

About 11.30 p.m. Collette complained of pains and was taken to Hotel Dieu Hospital where he was admitted and treated for bruises and cuts to the left side and an injured back. His condition was reported good today.

His passengers were Dennis Sauve, 114 Eleventh St. East and Carole Labelle, 93 Lefebvre St.

Police said the young driver told them he was having a "last fling" before getting married next week. They said it might well have been his "last fling."

14/05/1966 *Ottawa Citizen**Lachute**Masson*

Boy dies under train at Masson.

MASSON (Special) A two-year-old boy was hit and killed by a train Friday, two miles west of here.

Jean Marie Deschenes, two years and four months, was hit by a Canadian Pacific Railway dayliner at 8.30 p.m.

It was on a scheduled run from Montreal to Ottawa, the run it completes four times a day.

The boy's parents, Mr. and Mrs. Raymond Deschenes, of RR I, Masson, Que., and his four young sisters, live approximately 2,000 feet to the south of the railroad tracks near Highway 8.

At 8.10 p.m. Friday, Mr. Deschenes, a fanner, left the house and drove his tractor to the northern part of his farm, over the railroad tracks. Three of the girls followed the tractor while Jean Marie was left at home playing with Monique, 7, until she went into the house.

When she returned, Jean Marie had gone, having followed the farm trail to join his father and sisters.

The train engineer, William Cherry, 54, of 125 Bayswater Ave., Ottawa, saw the boy on the line and applied the emergency brakes.

The train came to a stop about 1,000 feet beyond the scene of the accident.

The Quebec Provincial Police officer investigating is Andre Vaillancourt of the Buckingham detachment.

Coroner Dr. Jean Lorrain of Ste. Rose, Que., who pronounced the boy dead, said no decision has been made on whether an inquest will be held.

28/05/1966 *Ottawa Citizen**Prescott*

Train crushes boy's foot

A seven-year-old boy had his right foot run over by a slow-moving train last night while playing on tracks at the west end of Louisa Street

Doctors performed a three-hour operation on Michael Corkery in an effort to save the foot but say it is too early to tell if they have been successful. Apparently the toes were almost severed by the train wheel. The accident happened about 8 p.m.

Michael is one of nine children of Mr. and Mrs. A. P. Corkery of 284 Preston St His condition is reported as "satisfactory" by Civic Hospital authorities.

People living in the heavily-populated area of the accident said boys have been seen jumping onto the slow moving trains. They express concern that the railway is not fenced in the area.

Michael was playing with his brother Joseph, 9, along the tracks when the accident occurred. It is not known whether he was hitching ride on the train when he was hurt

The northbound nine-car freight train was going about five m.p.h. along that strip of track railway officials told police.

No one on the train, heading towards Union Station from Brockville,[sic] knew anything had happened. The train did not stop.

Arthur Gervais of 203 Louisa arrived on the scene shortly after the accident and with the help of an unidentified woman attended the boy until the ambulance arrived.

28/05/1966 *Ottawa Citizen**Kingston (CN)**Lancaster*

Boxcar burns near Lancaster

CORNWALL (Special) Contents of a freight car were destroyed Friday when fire broke out on the CN Montreal-Toronto express freight train.

The fire was noticed as the train neared Lancaster at 11.30 a.m. The car was detached and pushed into a siding, where firemen fought the flames for two hours.

No estimate of damage was available.

30/05/1966 *Ottawa Citizen**Prescott*

Train victim's condition 'good',

Michael Corkery, 7, who had his foot severely injured by a train along the tracks at the west end of Louisa Street Friday was reported in good condition this morning.

Doctors feel the foot has been saved. Apparently the skin on the boy's heel was torn away from the bone.

The son of Mr. and Mrs. A. P. Corkery of 284 Preston St. was playing with a nine-year-old brother Joseph when the accident occurred.

Trainmen jump before train smash

CORNWALL (Special) -Trainmen jumped for their lives early this morning when a high - balling Canadian National freight train smashed into the rear of a standing freight train, 150 feet east of the Cornwall station.

The three diesel engines of the speeding 100 - car east-bound freight derailed but remained upright as they ploughed into the standing boxcars, crumpling them like matchwood.

Hundreds of feet of track were torn up and five boxcars in the stationary train flung onto their sides. One of its boxcars was loaded with explosives but remained intact.

No one was injured. The moving freight screeched as it shot toward the standing freight with all its wheels locked and throwing out a shower of sparks.

A railroad man in the caboose of the standing freight heard the wail and jumped for his life. The caboose was squashed.

The engineer and fireman rode the diesel engine into the wreck as they knocked boxcars aside like ten pins.

Five men working on a passenger train standing in the westbound track also leaped for their lives.

A mail trucker, Ronald Major, 31, had his truck parked across the eastbound track. He jumped into his vehicle and raced it up onto the station platform. Two baggagemen working with him jumped into a pile of mail bags inside the mailcar of a passenger train standing on the westbound track.

Two other men pulling a "buggy" also made a run for it and saw their baggage carrier smashed to bits.

Railroad officials had no immediate explanation for the crash. The standing freight would have been in a shaded area outside the lighted station area and difficult to see.

Had the wreck occurred just 200 feet west one of the boxcars thrown on its side and loaded with heavy barrels would have landed on top of the station. Several passengers awaiting trains were in the station.

The overnight Montreal-Toronto train was rerouted through Ottawa.

Railway officials said the westbound track had been cleared by 9 a.m. and the eastbound track would be cleared by this afternoon. Rails were torn from ties and twisted and bent.

Trucker moved just in time to escape

CORNWALL (Special) -"I'm lucky to be alive." Ronald Major, 31, of RR 1 Cornwall, had just escaped being run over by a 101-car freight train which piled into the rear of another freight here.

He was loading mail into a passenger train when one of two baggagemen helping him noticed the train thundering down the adjacent track.

" 'Move your truck, there's a train coming,' he said," recalled Mr. Major. "I ran around the truck, jumped in, started it and drove it underneath the station canopy."

He and the "14-foot box-truck" used to load mail were between the passenger train and the track down which the eastbound freight train was rushing.

After the warning he drove across a plank bridging the eastward track and onto the station platform.

"I saw the two baggagemen ducking into the mailbags inside the car," he said. "I remember seeing a buggy which was west of the station with two men on it.

"This buggy is used to unload express. Two men were unloading express from the train. As I was trying to get my own truck off the tracks, I saw these two men running.

Just made it

"They just made it too. The train hit the buggy, tore off the wheels and smashed it."

Never before had he been able to drive the loading truck under the canopy over the station platform, but he did then.

"I'm still shaking," said Mr. Major. "The train was only 100 feet away when they told me to move my truck."

He jumped off, ran through both the north and south sets of doors, then ran back through the station to see what happened.

"There was a loud crunch," he said. "It lasted only three or four seconds and then it was all over."

Mr. Major, married with one child, delivers mail to eight trains a day and also takes mail to Glen Walter, just east of Cornwall.

He said the 10-car passenger train which he was helping load on the westbound track had nine mail cars.

"I had 214 bags of mail when I left the post office," he said, "and had loaded about 30 bags when it happened. This is my first train wreck and I hope it's my last."

Cornwall train accident cause to be investigated

CORNWALL (Special) An inquiry will be held into the cause of the early Friday morning train crash here which disrupted eastbound rail traffic for 20 hours.

About 12.30 a.m. a speeding 100-car eastbound Canadian National freight train smashed into the rear of a standing freight train about 150 feet from Cornwall's station.

Three diesel engines and several cars were derailed and hundreds of feet of track were torn by the crash. No one was injured although several train men had to jump for their lives.

The westbound track, which escaped heavy damage, was reopened after four hours. The eastbound track was cleared of wreckage and repaired by about 8.35 p.m.

No official cause has been given, but unofficially it is believed that a confusion in signals caused the crash.

All day Friday, thousands of city residents flocked to the train station to view the wreckage and repair work.

Ottawa's new Union Station on Alta Vista Drive should be in operation by July 15, according to National Capital Commission officials.

The station, which will eliminate trains through the heart of downtown Ottawa, is only one of many NCC projects under way around the capital.

'The Spirit' Takes its Final Place. With picture of 1095.

Engine Number 1095, the Confederation Park's Spirit of Sir John A. was shunted to its final resting place on the Canadian Pacific Railway tracks in front of City Hall Monday.

The Kingston built locomotive has taken up its final location in front of the old CPR station which will form a part of the new park, the city's centennial project.

The Spirit of St. John A. was shunted to the waterfront park by a CPR freight engine during a ceremony Friday night. Major Robert Fray and members of the Kingston Jaycees who purchased the engine from CPR as a centennial project were on hand at dedication ceremonies.

The engine was handed over to the Jaycees by a CPR representative, superintendent of the Trenton division J. F. Crate. The CPR was instrumental in helping bring the locomotive to take its place in Kingston's Centennial Park. Representative of Fairbanks-Morse (Canada) Ltd., formerly the Canadian Locomotive Company which built the engine, was vice-president of manufacturing, James Bergendahl.

The Spirit of Sir John A. will be bolted down to a piece of track as the CPR begins to tear up tracks this morning and move to new headquarters. Children and curious tourists are already travelling to the park site to have a look at the shining 1913 locomotive.

The Spirit of Sir John A. has come to its final rest after more than half a century of service between Halifax and Vancouver.

Opening delay at new station

Opening date for the new Union Station at Alta Vista has been set back to July 24 - a week behind schedule.

It will be in operation at that time, according to National Capital Commission officials but the going will, be rough.

The discomfort will be felt by both the public and employees of the two railway companies using the station.

Road access to the station will not be finished by opening date. There will be "detours", both from the Queensway and from Alta Vista Drive.

The restaurant will not be open, but there will be a "temporary lunch bar."

A portion of the 160 - car parking lot is expected to be paved - enough to carry it over the initial opening period. But the "detour" roads getting to the lot may be a bit rugged.

Nor will there be any landscaping around the huge complex. This will be finished at a later date, probably in the fall.

For the railway companies - the Canadian National and the Canadian Pacific - the changeover will be a major operation.

The NCC had hoped a new company the Ottawa Terminal Railway would have been formed by opening date. This company would have been made up of the two railways.

But the legislation still has not gone to Parliament and operations will continue to be as they are at the present station.

Involved in the technical changeover will be about 28 trains - all passenger - from CNR and CPR.

Walter Smith, public relations officer for the CNR, said the railways were meeting with officials of the NCC Thursday morning to discuss opening date. He said his company was not aware a change had been made.

"We were forced out of the present Union Station by a government decision," he said, "and the railways will want to see they have like facilities to operate in the new one before they open."

No knowledge

Marc McNeil, public relations officer for the CPR, said his company had no knowledge of the new opening date.

The NCC said "extra men" are now working at top speed to meet the new date.

Completed will be all the escalators and the helicordal ramp - a circular concrete ramp - leading from the main waiting room to the passenger tunnels beneath the station.

The baggage room will not be in full operation, but functioning well enough to give service.

All the platforms and tracks will be finished. Some of the offices - those with top priority - will be completed. Part of them will be furnished, others will not.

The ticket office, the most important, will be in full operation, and so will the rest-rooms.

08/07/1966

Ottawa Citizen

Alexandria

Ottawa Union

NATIONAL CAPITAL COMMISSION INVITATION TO TENDER DEMOLITION

Sealed tenders clearly marked as to contents and addressed to the under signed for the demolition of train sheds only at the rear of the Union Station and the Canadian National Express and Baggage offices Besserer Street. Ottawa, will be received until 3:00 p.m. E.D.S.T. and opened in public 15 minutes later in the offices of the National Capital Commission on: 21 JULY. 1966

29/07/1966

Ottawa Citizen

Alexandria

Ottawa New

NEW OTTAWA STATION FROM JULY 31st

All passenger trains to and from Ottawa will operate from the new Ottawa Station at Queensway and Alta Vista commencing Sunday, July 31st.

Canadian National and Canadian Pacific regret any inconvenience that this may cause their travellers and are doing everything possible to minimize this inconvenience.

For directions on reaching the new station, please call 232-6455'. Signs have been posted along the way from Union Station to the new Ottawa Station.

Smooth Station Switch

Limited parking, no buses, create problems

When the first train rolled into Ottawa Station Sunday morning, there wasn't a hitch.

In fact, the Canadian Pacific Railway's Rideau, coming from Montreal, was 10 minutes early.

And that's the way the station opened - everything in order - no confusion.

There was the usual crowd welcoming friends or relatives to Ottawa, but there were also many curious people - people who wanted to see the new \$300,000 Alta Vista station and to see if everything was in order.

What they saw must have pleased most. There was little doubt the station was ready, despite its apparently unready appearance two weeks ago.

Of course, there was the temporary lunch counter at the side of the huge waiting room, with its red and white striped awning open like a sideshow concession Brisk Business

But it seemed to do a brisk business, and the public seemed to accept it without comment.

Behind it, still uncompleted, is the permanent restaurant which will be able to seat its patrons. It will be some time before this is open.

Then there is the absence of regular furniture for the waiting room - the permanent seats, decorations, the potted plants which will adorn the huge, multi-windowed room. It will be Aug. 15 before these are in place.

A Canadian National Railways official - the CNR operates the new station for both railways, although it is owned jointly by both companies - has promised that the present uncomfortable, backless seats will be replaced by more conventional benches.

Sign Switch

Still temporary are the train schedule signs, brought hurriedly early Sunday morning from the old Union Station. They, too, will soon be replaced by permanent fixtures.

But in working order are such services as telephone, telegraph, porters' booth, car rental, baggage rooms, lockers and restrooms. Escalators leading down to the tunnels and those leading to the trains are also in operation.

The station relocation program is expected to cost \$6,500,000.

Gone now are the trains through Centre Town into the old Union Station, which closed down early Sunday morning.

About 300 people were on hand to see the last train leave the station. Shortly after that, the station was officially handed over to the National Capital Commission.

It is expected that the tracks will be lifted almost immediately to make way for the new parkway - the extension of Col. By Drive from Pretoria Avenue Bridge.

The Corps of Commissioners have now taken over the old station, and they are on hand to direct anyone who may come there hoping to catch a train out of town.

Although bus service has not yet been extended by the Ottawa Transportation Commission to Ottawa Station, taxis were busy coming and going all day Sunday.

A spokesman for the CNR said his company has told the OTC his company had no intention of subsidizing OTC buses.

OTC sees loss

"We're a railway station, whether we're in the centre of the city or on the outskirts," he said. "It's the duty of the OTC to service the station. We don't operate a bus service or subsidize a bus service anywhere in Canada."

Last week, OTC general manager George Brady said the company could lose up to \$100,000 a year providing such a service. Closest bus running past the station is No. 81 on Alta Vista Drive, a quarter of a mile away. There is no pedestrian access to the Ottawa station from there.

Lack of buses is a bonanza to the taxi companies, especially Blue Line Taxi, which has the concession for Ottawa Station. Monday, when Ottawans were returning to the city after the long weekend the company had about 35 cars lined up along the drive leading to the front entrance.

"Sure, it's better without buses," said a Blue Line cabbie, "but then they don't take away business from us. Only those with a single bag. You don't see people riding a bus with two or three suitcases."

Buses sought

But there were some that wanted buses.

"Where is the nearest bus?" asked one new arrival.

When told there were no buses, he reluctantly stepped into a taxicab.

Fare to the Chateau Laurier area, one cabbie said, is about \$1.35. The cost is about \$2.05 to Main Street at the end of the Chaudiere Bridge in Hull.

Around at the station parking lot things were a little crowded. At the peak of the afternoon rush, the lot was full of cars and people were parking along the roads to the station.

At one time there were 130 cars on the paved and unpaved portions of the lot, with at least another 30 - in addition to taxis - parked along the roadways.

Admirers and critics.

Inside, hundreds of people walked around, sat on the temporary benches or stood when they couldn't find room. They criticized, commented, asked questions and stared at various features.

"Why did they put in those dust collectors?" asked one elderly man, referring to the steel beams that criss cross the ceiling of the station. But he admired the ultra-modern design.

"I well remember when they built Union Station in 1912," he said. "There was controversy about it. Many people said, at the time, it was built too low to the ground."

He recalls "sliding down wooden railings" to the edge of the canal before the station was built.

"Now its changed again," he sighed. "Well I must see if my missus is on that train."

02/08/1966 *Ottawa Citizen**Alexandria**Ottawa New*

The Canadian National Railways are bringing their turbo-trains to Ottawa, and they anticipate that passenger trains will soon be a popular and paying proposition; and evidently there will not even be an OTC bus service to the ploughed field where the turbo-trains will unload their passengers.

03/08/1966 *Ottawa Citizen**Lachute**Hull*

NCC plans Hull railway station

The National Capital Commission is to build a \$90,000 Hull railway station in the near future.

"Plans are now being prepared in Montreal," Maurice Landry, director of information for the NCC, said this morning.

Construction of the new station will eliminate a number of level crossings in Hull and bring about demolition of the Beamer Station.

The new station will be located on the west side of Montcalm Street and south of Cremazie Street. It is part of the long-range NCC plan announced a number of years ago.

With the abandonment of the Union Station in Ottawa, trains no longer will be using the Interprovincial Bridge. The tracks will be torn up immediately.

Although plans have not been completed for use of the railway portion of the bridge, the original proposal was to use it for a third lane of traffic between Ottawa and Hull. In the morning, two lanes would be directed to Ottawa, and in the evening two toward Hull.

Experts believe the Interprovincial Bridge is still in good shape, with at least 10 years of life left in it. At least three plans have been put forward for reconstruction of the bridge and its approaches on both sides of the river.

If the railway line under the plaza leading to the bridge is to be used for traffic, considerable enlarging of the railway tunnel can be expected.

Cost increased

Although a figure of \$1,000,000 was put forward some time ago as the total cost of changes, it is believed this amount has gone up considerable since then.

Closing of the Union Station means the only rail access from Ottawa to Hull is on the Prince of Wales Bridge at Lemieux Island.

NCC officials said when the new Hull station is built, it will be turned over the Canadian Pacific Railway for operational purposes.

03/08/1966

Ottawa Citizen

Alexandria

Ottawa New

Ottawa's new railway station

The new railway station is far superior to the old. It is clean, airy, and its internal arrangements are efficient. The architects who designed it have also achieved an acoustic miracle: train announcements can be clearly understood. The major flaw remains the lack of local transport service. No doubt this will be solved; but the sooner the better. Perhaps, in addition to other suggestions made the OTC could continue running a miniature bus service from the station to Alta Vista drive - a distance of only a few hundred yards - where passengers could transfer to the regular No. 61 route.

Removal of the station to the Hurdman's Bridge area was made necessary because completion of the Queensway would otherwise have been extremely expensive. That was the main reason why the former Diefenbaker government decided to have the new depot built. Completion of the Queensway is now going forward. When it is finished, a large proportion of people travelling to or from the station will find it more readily accessible, because of the Queensway, than the old depot was.

At the same time, the original concept of the National Capital Commission was to have a large shopping complex built around a plaza near the new station. If this development goes forward, the structure will become the centre of a lively new section of the city.

Finally, removal of the station opens up a potential 22 acres in the heart of the city for re-development. When the Union Station is finally removed - as it should be after centennial year - the federal government might proceed with the original plan to build the national auditorium on the site. It would complement the National Arts Centre, and could accommodate many conventions too small to use the new Civic Centre at Lansdowne Park.

There have been many complaints about the removal of the station since the plan was first announced. Old habits die hard. The close proximity of the Union Station to the city centre was an important convenience. But Ottawa is growing. Many large cities have railway stations a considerable distance from the hotel and theatre area. In Ottawa's case, the new station is a drive of only four or five minutes from the centre. This is not too great an inconvenience for transients wanting to go downtown. For those having their own cars and living in the residential areas, the new location is an improvement. Only the local transportation problem now remains to be solved.

03/08/1966

Ottawa Citizen

Beachburg

Noise of trains angers residents

Increased train traffic to the new station at Hurdman's Bridge is annoying south-end residents.

"The excessive use of fierce, noisy diesel horns is seriously affecting the nerves of the people," said the Heron Park Community Association in a letter to city council.

The Heron Park group urged council to work toward removal of all level crossings in Ottawa, to eliminate the warning blasts from locomotive horns.

Council approved installation of a new warning signal at the Walkley Road crossing, despite complaints from Aid. Don Kay that level crossings were "archaic, dangerous and a nuisance."

The alderman agreed with Mayor Reid that they are less dangerous when protected by signals. But he felt signals are, at best, a temporary measure, until grade separations are built or the tracks removed.

Aid. Kay was not happy with the railway relocation pattern that has come about in Ottawa in recent years.

"All the tracks that were removed from the west end of the city seem to have ended up in the east end," he complained.

The alderman pointed out that trains seemed to be using the new station efficiently without needing to run on the controversial Beachburg Subdivision line.

Mayor Reid said he would call the National Capital Commission to ask if the plan to use the Beachburg tracks has been abandoned. He doubted the railways and the NCC were fully satisfied with train access to the station as it is now.

The city is still awaiting a consultant's report by C. C. Parker and Associates on the feasibility of relocating the Beachburg tracks.

08/08/1966

Ottawa Citizen

Alexandria

Ottawa Union

Removal of the railway express and freight sheds is slated to begin Aug. 15, with five miles of obsolete railway track to follow soon after.

13/08/1966

Ottawa Citizen

Prescott

Ottawa girl is injured in train-car collision

A 22-year-old girl was under intensive care at the Civic Hospital this morning following a train-car crash at the Gladstone Avenue and Preston Street level crossing Friday at 9.06 p.m.

Ginette St. Louis of 230 Brittany Dr., Apt. 412, was in fair condition with a head concussion today.

The westbound car she was driving was dragged along the tracks for 162 feet by the train before sliding off and down the railroad embankment.

The Canadian Pacific Railroad freight train was travelling south at 10 or 15 MPH engineer John Gillespie, 53, of 529 Brierwood Ave. told police when the accident occurred.

Mr. Gillespie managed to stop the train 181 feet from the impact point.

Miss St Louis' car received an estimated \$800 damage.

The crossing is protected by flashing wig wags and checks made by police showed they were in operating order.

18/08/1966

Ottawa Citizen

Montreal and Ottawa

Station move beats schedule for the CPR Montreal line.

Since the new Union Station is two miles closer to Montreal, CPR trains from there are arriving five to eight minutes ahead of current timetable schedules.

Arrival times will be changed in the timetables when the railway returns to its winter schedule October 30th. Dayliners from Montreal, via the north shore, on the other hand, are travelling longer mileage via Ottawa West

17/09/1966

Ottawa Citizen

Brockville

Jasper

Youth hurt in train, car accident

SMITHS FALLS (Special)- A 19-year-old area youth escaped with a slight concussion and an injured leg Friday morning after his car was struck and demolished by an Ottawa - Toronto passenger train.

James Ellwood Wells of RR 2, Jasper, about 10 miles south of here, remains in good condition in Smiths Falls Public Hospital where he was taken after the 10.30 a.m. accident which occurred at a level crossing near Jasper.

Force of the crash hurled the car 37 feet into a ditch and the youthful driver 50 feet further where he was found unconscious by the crew of the Canadian National Railways train.

Engineer Herbert Roach of Ottawa told police he was sounding the engine's whistle as he approached the crossing at 57 miles an hour and watched the car gaining on him.

The train struck the car just as its two front wheels crossed the tracks.

04/10/1966

Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

Interprovincial to get 4 lanes

Major renovations to the Interprovincial Bridge will begin shortly, says Con. Ken Fogarty.

The bridge, formerly maintained by the railways, has now been taken over by the National Capital Commission. The old train tracks will be removed and the surface improved and paved to carry four lanes of auto traffic.

The bridge will tie in to the proposed East Canal Bank Parkway and provide another connection between Ottawa and Hull, as recommended in the Ottawa - Hull Area Transportation Study.

Texas woman dies in crash

CORNWALL (Special) - An Austin, Texas, woman died in hospital Tuesday night, seven hours after her car collided with a freight train near Iroquois. Margaret White, 48, suffering multiple external and internal injuries, died during an emergency operation at Kingston's General Hospital. The accident occurred at about 11.50 a.m. at the Brinston Road Canadian National Railway crossing about two miles northeast of Iroquois. Mrs. White, who with her husband, T. C. White, own a summer cottage near Morrisburg, was driving north to visit friends. The 17 - car freight train was westbound.

A pet dog who accompanied Mrs. White, died instantly. Mrs. White was first taken to Brockville General Hospital and then transferred to Kingston. The car, tossed into a south side ditch, was said to be a complete loss. Constable Ray Noble of Morrisburg OPP, investigated. This was the first fatal accident at the railway crossing which has no warning signal, lights or barrier.

12/10/1966 *Ottawa Citizen**Smiths Falls**Richmond*

Two Men Injured in Crossing Crash

Two men were critically injured when their stake truck hit a Canadian National passenger train in Richmond at 2.53 p.m. Tuesday.

The train was almost derailed by the impact, but none of the 209 passengers was injured.

The accident was the second at the McBean Street crossing this year. Engineer Herbert Roach of Ottawa was driving the Brockville-Ottawa train on both occasions.

Tuesday's accident came as investigators probed the deaths of 19 teen-agers in the Friday evening collision of a schoolbus and a CNR train in Dorion, Que. The injured

In Civic hospital are Russell Needham, 33, of RR2, Pakenham, driver of the truck, and Gordon Dool, 60, of RR4, Pakenham. Mr. Needham suffered severe head and chest injuries; Mr. Dool, neck and spinal injuries.

The crossing, marked only by warning signs, is about half a mile from the centre of Richmond and 12 miles south of Ottawa. The truck approached it from the east, striking the northbound train at the second of its two cars.

The train, travelling at about 55 miles an hour, dragged the truck 60 feet before hurling it backward into a ditch beside the track.

One of the two horses in the truck broke its back in the accident. It was shot at the scene by police officers. The other escaped with cuts and bruises.

The truck was demolished. It destroyed track-switching equipment 30 feet from the crossing. Experts at the site said destruction of the switching equipment could have derailed the train.

Damage to the train, delay-about an hour, was estimated at \$5,000.

Engineer Roach, of 17 Gilmour St., said he saw the truck approaching the crossing from the east about five seconds before the collision.

"I blew the whistle three times, but he just kept on coming," Mr. Roach added.

There were no skid marks near the point of impact. The crossing is visible for several hundred yards on either side.

Mr. Roach was engineer of the train which hit a transport truck at the same crossing Jan. 25. The truck was badly damaged in the earlier accident, but its driver, James Timmins of Pakenham, escaped uninjured.

Mr. Roach was involved in a third level-crossing accident three weeks ago near Smiths Falls. The driver of the car which collided with his train was admitted to hospital.

Forty-five years old, Mr. Roach, a bachelor, had had no serious accidents in 27 years with CNR before assignment to the Brockville-Ottawa run earlier this year.

Mr. Roach noted a railway official had told him Tuesday that flashers are to be installed at the McBean Street crossing later this year.

Richmond Police Chief Ernest Saumur, investigating the accident with the Ontario Provincial Police, said he had called railway experts from Toronto to Richmond after the January accident.

In his brief to the railway experts, Chief Saumur requested installation of flashing lights and wig-wag signals at the crossing.

"I got no satisfaction whatsoever, despite a station wagon clipping a train right while we were watching the crossing," he said.

18/10/1966 *Ottawa Citizen**Smiths Falls**Merivale road*

Woman sees boy killed by train

While his mother watched in horror, a four-year-old Nepean Township boy was killed when he panicked and ran into the side of a slow-moving freight train near Merivale Road? [sic]

Brian Leclair, one of five children of Mr. and Mrs. Kelly Leclair of 20 Hillcrest Cres., was dead on arrival at hospital minutes after the 11 a.m. accident.

Police said the boy was playing with two young companions alongside the Canadian National Railways track, about two miles south of City View. When they saw the train approach, the two companions ran to safety. But the Leclair child apparently panicked and ran toward the train.

It is believed the child was struck by a protruding portion of one of the cars.

The train stopped about half a mile beyond the accident site.

Mrs. Leclair, who had been on her way across a nearby field to get Brian away from the tracks, saw the accident. She was the first to reach her son.

26/10/1966 *Ottawa Citizen**Prescott**Wellington Street Viaduct*

VIADUCT TO GO IN '67?

Demolition of the old Wellington Street viaduct may begin early next year.

The load limit on the viaduct was recently cut from 12 tons to 10 tons and OTC buses no longer cross the structure.

City officials say the old viaduct is completely safe unless a number of extremely heavy vehicles happened by coincidence to get on its main span at the same time.

A firm of consulting engineers has been hired to design a new crossing at the CPR-Prescott subdivision rail tracks.

It has not yet been decided whether the crossing will be an overpass above the tracks or a subway below the rail line.

11/11/1966 *Ottawa Citizen**Alexandria**Vars*

Santa Claus parade set for Saturday

Santa Claus arrives in Ottawa Saturday by helicopter, train and then in a parade through downtown streets.

Arranged by A. J. Freiman Limited, Santa will arrive by helicopter at Vars, Ontario. A 19 car train will transport an estimated 2,000 children to Vars to welcome Santa.

All will then travel back to Ottawa by train where he will be officially welcomed by Controller Ernie Jones. Arrival time in the city is estimated at 10.45 p.m.

He will then head for downtown Ottawa accompanied by a large parade of floats and bands.

Car-train crash kills councillor ALEXANDRIA.(Special)

Dan Gill, 58, Kenyon township councillor and a retired farmer, was killed in a car-train crash four and a half miles northwest of here at 1.42 p.m. Sunday. His car was dragged 110 feet west from the railway crossing on the fourth line road, Kenyon township. His body was found seven feet west of the demolished car.

Mr. Gill had left his farm home, alone in the car, just minutes before the accident.

He had just pulled out of his laneway onto the main road when the CNR passenger train struck his car in the rear.

The train, westbound from Montreal to Ottawa, had a dint in the front of the engine and a couple of snapped hose fittings. It was going about 30 miles an hour when it struck the car.

Mr. Gill came to the Alexandria area from Newmarket about 10 years ago and had farmed until recently.

He is survived by his wife, Chris; a son Graham; a daughter Janet, of Hawkesbury; three sisters and two brothers.

The body was taken to Cornwall General Hospital.

Dr. A. B. Peachy is the coroner and Constable Maurice Villeneuve of the Lancaster Ontario Provincial Police detachment investigated.

Santa arrives for parade

Santa Ciaio came to town officially Saturday to the delight of thousands of children who rode a special train to meet him and lined a four-block parade route downtown.

More than 2,000 children and their parents boarded a 19-car special train at the new Ottawa station and rode out to meet him at Vars where he landed in a helicopter.

During the half-hour trip back to the city, Santa toured the train and was mobbed by happy youngsters clutching at his red-velvet suit and clamoring for him to pay attention to their Christmas requests.

He was greeted upon his arrival at the station by scores of other fascinated youngsters, Con. Ernie Jones, who welcomed him on behalf of the city, Miss Ottawa Rough Rider, Hendrika Steenbakkers, 20, a brass band, clowns, and the baton-twirling Riderettes.

No rain for a change

Officials connected with the event, sponsored by A. J. Freiman, Limited, termed it "the most successful in many years," particularly in view of the cool but not inclement weather. It has rained on Santa Claus parade day for the past several years.

After traditional "Ho, ho, hos" and admonitions to "be good girls and boys," Santa left the station by car to join his parade, which began at the corner of Daly Avenue and Nicholas Street and travelled to the department store.

The four-block route was jammed with children and adults. Santa, on his float depicting his sleigh and reindeer, together with other floats designed on fairyland themes which included The Old Woman Who Lived in a Shoe, Cinderella, and the Pied Piper of Hamelin, paraded to a selection of Christmastime music, the predominant tune being Santa Claus is Coming to Town.

Santa Claus parade set for Saturday Santa Claus arrives in Ottawa Saturday by helicopter, train and then in a parade through downtown streets. Arranged by A. J. Freiman Limited, Santa will arrive by helicopter at Vars, Ontario. A 19 car train will transport an estimated 2,000 children to Vars to welcome Santa. All will then travel back to Ottawa by train where he will be officially welcomed by Controller Ernie Jones. Arrival time in the city is estimated at 10.45 p.m. He will then head for downtown Ottawa accompanied by a large parade of floats and bands.

Death of boy accident

The death of a four-year-old Nepean Township boy struck by a Canadian National Railways train Oct. 17, was ruled accidental at an inquest Wednesday night. A coroner's jury found that Brian Michael Ledair, son of Mr. and Mrs. Kelly Leclair of 20 Hillmount Cresc, died of severe head injuries after being hit by a boxcar within sight of his home.

The jury urged that steps be taken to ensure adequate fencing of all railway tracks running through suburban subdivisions, and that the 60 m.p.h. speed limit on the CNR tracks in the Road-Woodroffe area be reduced.

Corporal Nyall Parks of the Nepean Township police testified the accident occurred shortly before 11 a.m. about half a mile west of the Merivale Road and 500 feet south of the Crestview subdivision, The Leclair home lies in the subdivision about 200 yards from the accident scene, across property owned by the National Capital Commission.

Cpl. Parks told the inquest that 75 feet of fencing beside the point of impact on the north side of the tracks was down.

Subsequent testimony failed to reveal whether responsibility for upkeep of the fence lies with the CNR or the NCC.

Three children

Engineer George Burns of 29 Bellwood Ave. told jurors his 69-car eastbound freight train was within 300 feet of the point of impact when he first noticed three small children standing on the bank beside the track. The fireman, Cameron Fulford of 2034 Haig Dr. was driving the train at the time.

"I told him to blow the whistle," Mr. Burns said, "and two of the children headed for the ditch. The other just stood there.

"When six or eight cars had gone by, the boy just walked straight into the train. By the way he fell, I knew he'd been hit by a car."

An emergency stop was then ordered. The engineer testified the train, travelling at 35 m.p.h., could not have been stopped in time to avoid the accident

"We see children by the tracks all the time. By the time we realize how young a child is, we're too close."

Fence sought

The jury's verdict, reached after two hours of deliberation, also recommended immediate reconstruction of the broken stretch of fence and inspection, repair and maintenance of the fence on both sides of the track between Merivale Road and Woodroffe Avenue.

A tree house and fort about 25 feet from the point of impact, a potential attraction for children, should be removed, the jury said.

Coroner Dr. J. A. Thomson congratulated the five-man jury on "a good verdict." He had adjourned the inquest on Tuesday night when a court official was detained at the final session of the inquest into the Heron Road bridge collapse.

Train Hits Car No One Hurt

Two Ottawa men narrowly escaped injury Friday night when they leaped from their car moments before it was demolished by a CNR passenger train at a Bell's Corners level crossing.

Steven Hook of 2164 Plesser St. was southbound on Highway 7 and approaching the crossing when the warning signals began flashing.

He applied his brakes but skidded into one of the signal standards and spun onto the tracks.

Hook and his passenger, Isaac Cornet of 794 Cummings Ave., both saw the approaching train and got out a few seconds before the train slammed into it.

The North Bay-Ottawa train tossed the vehicle off the tracks. The battered car then caught fire and Nepean fire department was called to extinguish the blaze.

The mishap occurred at 9.17 p.m.

Perth Area Couple Killed in level crossing crash

PERTH (Special) - A 67-year-old retired farmer and his wife were killed here Sunday morning when a 90-car freight train demolished their car as they were driving to church,

James F. Crain and his 59-year-old wife, Elta Mabel, of RR2, Perth, died instantly when the westbound CPR train smashed into their car at the Drummond Street level crossing.

The train, travelling about 45 miles an hour, dragged the car 115 feet down the track. The mishap occurred about 10.45 a.m.

Police said the crossing is marked by wig-wag signals which were operating at the time.

Engineer of the train was Charles Hood of Smiths Falls. The Crains recently moved here from the Sharbot Lake area. Their son, Leonard, operates an insurance agency here.