

Local Railway Items from Area Papers - 1969

03/01/1969 Ottawa Citizen Beachburg Dunrobin

Man dies as train hit car

A 33-year-old Dunrobin man was killed instantly near his home Thursday night when his car was rammed at a level crossing by a Canadian National Railway freight train.

Dead is Sterling Joseph Campbell of RR2, Dunrobin.

Provincial police say the car was southbound on a county road between Torbolton and March Townships about one mile west of Dunrobin when it was struck by the eastbound train at 9.45 p.m.

Mr. Campbell, who was alone in his car, was pronounced dead at the scene by Coroner Dr. J. A. Thomson. An inquest will be held into the death.

The car, which was struck on its right side by the front of the train, was thrown 100 feet by the impact.

Engineer Joseph Galipeau, 48, of 6 Elgin St., Lucerne, told police the train was travelling about 60 m.p.h. when he saw the car at the crossing.

He said emergency brakes were used but the train was unable to stop in time.

Police say there were no skidmarks leading up to the crossing, which is unguarded and does not have flashing warning lights.

13/01/1969 Ottawa Journal Winchester

Emergency Halt Hurts Two on Train

SMITHS FALLS (Staff) Two Canadian Pacific railway employees were injured early Sunday when their 64-car freight train was forced to make an emergency stop two miles east of Winchester and 42 miles east of Smiths Falls.

Conductor Gerald Mayhew and brakeman C. A. O'Callaghan of Smiths Falls were injured when the caboose of the train number 949 westbound from Montreal to Smiths Falls came to a jolting stop.

Mayhew was treated at Winchester Hospital for broken ribs and later transferred to Ottawa Civic while O'Callaghan was treated for knee injuries at Winchester.

There was derailment of the train although emergency crews were called to the scene to repair the caboose wheels. It is not known what caused the train to make the emergency stop.

14/01/1969 Ottawa Citizen Lachute Hull

Hull station ready

Hull's new railway station off Montcalm Street is to go into full operation within a few days.

The \$200,000 station was built by the National Capital Commission for the Canadian Pacific Railway.

21/01/1969 Ottawa Citizen Chalk River Almonte

The big CP derailment at the 'half-way' crossing between Almonte and Carleton Place with a couple of aerial pictures.

Derailement (with aerial photo)

CARLETON PLACE Attempts to clear the \$500,000 wreckage of 34 freight cars piled up at a level crossing near here Tuesday continued this morning under the threat of an explosion from two overturned propane gas tankers.

Provincial police kept guard over the area, about three miles north of here on Highway 29 at the CPR crossing, as about 50 men and two giant cranes hauled twisted box cars from the clogged line.

The highway remained closed to traffic today while other trains were rerouted.

The two tankers were not ruptured in the massive 3.30 p.m. derailment, but police kept hundreds of curious spectators well back from the scene in the event leaking gas might explode.

Both police and railway officials were astonished that there had been no injuries.

One of the first cars to derail left the tracks just before the level crossing and sliced across the highway only a few feet in front of a waiting school bus.

Box cars stacked up

Other cars ripped up sections of the highway, railway lines and wooden ties as they piled up, and in some cases, landed on top of one another.

One freight car landed with its steel wheels on top of a tanker.

Two hydro poles were sliced through by other cars. The top section of one pole was left dangling over the line supported only by the high-voltage cables.

Complete wheel assemblies of many cars were torn off as they piled into one another and lay strewn along the tracks among sections of line, twisted cars and splintered ties.

Train Crash Theory - Wheel is Blamed

A crack which caused the leading wheel of either the fourth or fifth car to come off is believed to be to blame for the \$500,000 freight train crash near Carleton Place yesterday.

It is known that at least eight rails between Almonte and the accident scene were broken.

Faulty wheel likely

This could have been caused by the faulty wheel running out of line and pounding against the rail as the east bound train headed for Carleton Place, said one railway employee.

The 60-car freight train left Chalk River several hours before. Its speed at the time of the accident was estimated to be about 45 m.p.h.

George G. Sayer, assistant superintendent for the Smiths Falls division of CPR, said work crews were concentrating their efforts to pulling cars away from the tracks and repairing breaks so regular traffic, which had been diverted to other lines, could again travel the main line.

Mr. Sayer said he hoped the two cranes, one brought in from Smiths Falls and the other from Sudbury, could pull the two tankers back on to the tracks and pull them away by sometime this afternoon.

"The line should be open again by about 5 p.m. today," he said, adding that the general freight being carried by the train could then be hauled away and the other cars righted and moved later this week.

Mr. Sayer said there was, as far as he could tell, little damage to the cargo.

One eye-witness, Bill Ritchie, 32, a Bell Telephone employee from Almonte, was driving north toward the level crossing when he saw the red signal lights begin flashing.

"I saw the train swaying so I stopped about 500 feet from the tracks," he said. "The next thing I saw were freight cars flying through the air like cardboard boxes in a high wind. It was terrifying."

He said a couple of cars shot across the highway "while the others piled up on the north side like magazines thrown on the floor."

"There was a hell of a crash and snow flying in the air. A lot landed on my truck so I jumped out and after a minute or two ran up to the tracks. I thought people would be hurt," said Mr. Ritchie.

He said that by the time he got there, people from the locomotive, that had shot through the crossing pulling three cars and dragging a fourth without wheels, met him.

"One box car just missed the school bus, which luckily didn't have any children aboard, and another cut into the hydro poles and the warning flashers," said Mr. Ritchie.

"There was a ball of fire in the sky when one hydro pole was cut off," said Mr. Ritchie, who added that he and a work-mate then flagged down cars until police arrived.

Trains roll past wreckage

CARLETON PLACE (Staff) Two huge cranes gently lowered a tank-car full of propane back on the track near here Wednesday afternoon and the Canadian Pacific's main line to Vancouver was open for business again.

Twenty-four hours earlier 34 of 60 freight cars derailed when a wheel on one of the cars broke. No one was injured in the wreck which saw cars fly through the air like empty boxes.

Though there were three tanks filled with propane, none of them ruptured or leaked.

The train, under the control of conductor H. F. Row and engineer John Leach, both of Smiths Falls, piled up three miles north of here at 3.30 p.m. while travelling between Chalk River and Smiths Falls.

A work crew of 75 men assisted by the two cranes, one from Sudbury and the other from Smiths Falls, and two bulldozers cleared away the wreckage and laid down about one-quarter mile of new track to replace that damaged in the \$500,000 accident.

At 5.30 p.m. Wednesday The Canadian, the railway's crack transcontinental passenger train, was the first train over the re-opened stretch of track.

V. E. Everitt, superintendent of the Smiths Falls division of the CPR, said late Wednesday afternoon that it will be another 48 hours before Highway 29 will be open.

Repair crews knocked off work Wednesday about 4 p.m. Many of the men had been working since the wreck occurred. The crews were back at the job early this morning to continue the cleanup.

All day Wednesday men were busy transferring cargo from the battered box cars to trucks.

Today the ticklish job of hauling the two remaining tank cars full of gas close enough to the tracks for the huge cranes to pick them up will begin.

Jury urges automatic barrier for crossing

An automatic barrier should be " installed at the Cedarview Road railway ' crossing near Bells Corners where two young hunters were killed last fall, a coroner's jury recommended at a Tuesday night inquest.

The jury found that existing conditions at the cross ing lend themselves to a recurrence of an accident similar to that which took the lives of Royal Montpe- tit, 24, of 740 Sprangland Dr., and his 17-year-old brother, Maurice, of 2045 Baseline Rd.

Both men, who were returning from a deer-hunting trip, were killed instantly Nov. 8 when their small jeep, northbound on Cedarview Road, was rammed by an, eastbound Canadian National Railways train.

Police testified before Coroner Dr. W. T. Kendall that both men were thrown from their vehicle after the 1.30 p.m. impact and were pronounced dead at the scene.

The inquest was into the death of the driver, Royal Montpetit, who died of multiple injuries.

The five-man jury found Mr. Montpetit met his death through his own misfortune because he did not see an approaching train.

Train parked near

It seems probable that he thought another train, parked in a siding about 300 feet east of the crossing, activated the warning signals and that he was not aware of the other train approaching at high speed from the west, the. jury's verdict said.

One witness, an off-duty Gloucester Township policeman, Constable Wayne Stinson, was driving north on Cedarview about one-quarter mile from the crossing when he saw the warning lights.

He said he assumed the lights were activated by the stationary train to the east of the crossing. Constable Stinson stopped at the crossing and then saw the train coming from the west

He said he drove over the tracks and saw, in his rearview mirror jeep driven by Mr. Montpetit following him.

Other witnesses said the jeep was travelling toward the crossing at between five and 10 m.p.h.. and made no indication it was going to stop.

Jeep disintegrates

The jeep disintegrated when it was hit by the 26-car train, said engineer Robert Whitmore of 658 Somerset St. West, to be travelling about 55 m.p.h.

Speed limit for trains at this point is 60 m.p.h. Limit for cars on Cedarview is 25 m.p.h., said police.

Mr. Whitmore said he heard both train whistle and bell operating as he approached the crossing. Other CNR employees confirmed that the warning flashing lights were operating and were not being activated by the stationary train.

The electrical mechanism that triggers the lights does not come into operation until a train is 113 feet from the crossing, they said. Other evidence revealed the stationary train was parked about 300 feet east of Cedarview Road.

08/02/1969 *Ottawa Citizen**Vankleek**Hawkesbury*

Child's foot crushed under train

HAWKESBURY (Special) A five-year-old girl had her left foot amputated here Friday after it was badly mangled when she slid under a moving freight train while playing near home.

Nicole Sauve, daughter of Mr. and Mrs. Romeo Sauve, of 250 Regent St., East, was playing on the south bank of the railway track near Regent at 12.45 p.m. when the accident occurred.

Train engineer Rene Forget 37, of RR2, Rigaud, saw the girl sliding into the train's path and applied emergency brakes but the child was already out of sight under the train by the time it stopped.

The child struggled from under the. train despite her badly crushed foot

Engineer Forget lept from the train commandeered a passing car and took Nicolet to the Smith Clinic in Hawkes-J bury where her foot later had to be amputated.

14/02/1969 *Ottawa Citizen**Beachburg**Pembroke*

Icy road noted in collision that killed man

PEMBROKE (Special) A coroner's jury has attached no blame to the Canadian National Railways at an inquest into the death of an area man.

Garnet Welsenberg, 38, of RR 5, Pembroke, was killed Jan. 20 when his half-ton truck collided with a train at a level crossing on a sideroad seven miles south of hear near Highway 62.

Police testified Thursday that there is a slight rise to the crossing and that the road was icy at the time.

Train fireman Donald Walter Courtney, of 487 Cooper St., Ottawa, said the Weisenberg vehicle approached the train slowly and did not stop.

Engineer Maurice Gaffney, of 23 Oakville Ave., Ottawa, said the train was travelling about 45 miles per hour at the time.

The jury made no recommendations.

03/03/1969 *Ottawa Citizen**Kingston (CN)**Kingston*

Rapido jumps rails TORONTO (CP) The CNR's Rapido was derailed Sunday near Kingston, Ont, enroute from Montreal, but railway officials said no one was hurt The train was delayed 4 hours. Railway officials said one car went off the track and a crane was used a lift it back.

05/03/1969 *Ottawa Citizen**Beachburg**Dunrobin*

Deaf mutge killed at crossing

The need for signal lights at a railway crossing near . Dunrobin where a motorist was killed Jan. 2 should be studied, a coroner's jury has recommended.

The five-man jury was inquiring at an inquest Tuesday night into the death of James Sterling Campbell, 33, of RR2 Dunrobin.

Evidence showed, the man, a deaf mute, died in the wreckage of his car when it was rammed by an eastbound freight train travelling about 60 m.p.h.

The accident occurred at 9.35 p.m. after a car driven by Mr. Campbell failed to stop for the CNR train as it crossed the March-Torbolton Township Road about one-half mile south of its intersection with County Road 9, said police.

Road icy at time

Evidence presented before Coroner Dr. J. A. Thomson showed that there are no warning lights at the crossing and that road conditions were icy on either side of the tracks.

Train engineer Joseph Galipeau of 6 Elgin St., Lucerne, testified that he saw the southbound car approaching the crossing and yelled to his assistant to apply the emergency brakes.

Mr. Galipeau said the train's bell horn and headlight were working, but the dead man's family agreed that he relied only on his vision.

A .pathologist testified

The jury attached no blame for the accident.

Car-train collision blank spot

The driver of a car that collided with a CNR train Dec. 4, told a coroner's jury Thursday he couldn't remember any of the details of the, accident which took the life of his 20-year-old passenger.

Peter Vanderspank, 41, of 70 Barrette St., Vanier City, told Coroner Dr. W. T. Kendall that he and Charles William Craven, 20, of RR2, North Gower, had been fishing at Constance Lake in Marsh Township for about an hour and a half the morning of the accident.

Mr. Craven died of multiple injuries and was declared dead at the scene.

They were travelling along a concession road near County Road 9 when the accident occurred at noon.

Mr. Vanderspank said he had no recollection of the accident at all, but he did remember driving along the road.

He said the windows and windshield were clear at the time.

Train engineer Erwin McElroy of 634 Westview St., said he saw the car approach the crossing at about 20 m.p.h.

The train, travelling 55 m.p.h., was about 1,500 feet from the crossing and the car about 500 feet when he first spotted it

The train's whistle had been sounding for about a quarter of a mile, Mr. Mc Elroy said, and he assumed the car would stop.

When he realized the vehicle was not reducing speed, he instructed , fireman Donald Brockington to apply, the emergency brakes

In delivering its verdict, the jury said it could not determine why Mr. Vanderspank, who was seriously injured in the collision, did not come to a stop.

There were no recommendations and no blame attached to Mr. McElroy or Mr. Brockington.

31/03/1969

*Ottawa Citizen**Walkley Line**Walkley Road*

Slow freight hits car

An Ottawa man escaped with only cuts and bruises when his car was rammed by a freight train on the Walkley Road.

Riverside Hospital officials list the condition of Frederick Norman Pope, 57, of 1055 Harkness Ave., as good.

City police say Mr. Pope's car was travelling east on Walkley when it hit a northbound Canadian National Railways freight train operated by George Andrew Carrie of 52 Mac Laren St. Mr Carrie told police the train was travelling at about 10 miles per hour.

Witnesses said both signal lights and warning bells at the level crossing were -working at the time of the accident at 9.10 a.m. Sunday.

Damage to the small imported car was estimated at \$1,500.

08/05/1969

*Ottawa Journal**Kingston (CN)**Maitland*

Maitland Gets Chemical Plant

MONTREAL (CP) Puritan-Bennett Canada Ltd. will build and operate a plant for the production of nitrous oxide at Maitland, Ont., it was announced today.

The announcement was made jointly by Brockville Chemical, a division of Genstar Ltd. of Montreal, and Puritan-Bennett, a subsidiary of Puritan-Bennett Corp. of Kansas City.

The plant will be adjacent to Brockville Chemical's plant. The major raw material for the production of nitrous oxide will be supplied by Brockville Chemical.

Construction will start immediately, and the new plant is expected to be in operation by late summer. Cost of the project was not disclosed.

The nitrous oxide will be shipped in liquefied form to distribution centres in Canada and in the northeast and north-central United States.

Nitrous oxide is used as a surgical-obstetrical anesthetic and dental analgesic. It is also used as a propellant for many household aerosols such as whipped cream and waxes.

30/05/1969

*Ottawa Citizen**Kingston (CN)**Morrisburg*

Lost wheel piles up \$500,000 derailment

MORRISBURG (Staff) A locked wheel forced free by friction is believed to have caused the derailment of a 107-car freight train one mile north of here Thursday at 1 p.m.

Damage has been estimated as high as \$500,000 in the accident which stacked 34 cars like cordwood along the Canadian National Railways track.

Preliminary investigation indicates a wheel may have become locked and flew off as friction built up.

The driving rod attached to the wheels then dropped between the tracks, digging a deep furrow for four or five miles.

Two rail lies caught fire from the friction.

The jack-knifing effect of the accident overturned, crushed, and tore open many of the boxcars of the westbound train travelling from Montreal through Toronto to Chicago.

Early this morning, 13 cars had been cleared from the eastbound track by cranes brought in from Belleville. Nine boxcars remain, blocking both lines.

CNR officials were hopeful the lines will be cleared by 6 p.m. today.

Train engineer Wilfred Kelly, 51, of Brockville, said he has no idea what might have caused the derailment

"The Wreck occurred 52 cars behind the engine," he said. "With all the noise an engine makes, we were half a mile away before someone told us to look back.

All we could see was clouds of dust and a vague mass of wreckage."

Also in the engine were fireman Robert K. Gifford, of Brockville, and brakeman Bert Watson of Montreal.

The boxcars that were damaged were located in the middle of the mile-long train, with both ends remaining on the track.

The mishap occurred during clear, sunny weather, about two hours before a heavy thunderstorm broke out.

Track twisted

Heavy metal wheels were thrown 35 feet into ditches and about 300 yards of track were twisted and torn.

Thousands of popsicle sticks were strewn about the area as well as lumber, newsprint and cement.

CNR police kept curious spectators well back as some of the wreckage was precariously balanced on the built-up section along the track.

The thunderstorms, which hampered clean-up operations, gave rise to fears that the gravel would slide and upset the debris.

All scheduled trains along the two-track line have been rerouted through Smiths Falls.

Officials from the Canadian Transport Commission and CNR are conducting the investigation into the cause of the derailment

here were no injuries reported in the accident which occurred along a straight section of track which slices through a heavily-wooded area.

30/05/1969

*Ottawa Journal**Kingston (CN)**Morrisburg*

By MIKE SYKES MORRISBURG (Special) . CNR officials estimate it will take at least 48 hours to clear the main Montreal-Toronto line of wreckage after a freight train was derailed half a mile east of here Thursday..

No one was injured.

Thirty cars, 25 of them loaded were derailed.

Officials at the scene said it was difficult to count the number of wrecked cars; many were little more than twisted wrecks piled one on top of the other.

A CNR official said the train was a through freight which averages 50 to 60 miles per hour.

One car stood on its end, supported by the press of a half dozen others. A few were sliced open as if by a giant can opener. Contents were spilled along the twisted steel rails.

The cause of the derailment is still unknown. But CNR workmen at the scene thought it might have been "a hotbox" a seized wheel bearing.

A mobile crane from Montreal and another from Belleville are picking at the wreckage, one from each end to clear the road so new tracks can be laid.

CNR officials in Cornwall said all trains are being rerouted through Smiths Falls until service on the main line is restored. No official damage estimate has been disclosed as yet.

Derailment

tracks cleared after 36 hours

MORRISBURG (Staff) After almost 36 hours non-stop work, the east-bound railway tracks clogged by a \$500,000, 34-car derailment near here Thursday have reopened to traffic.

The last mangled boxcar was lifted and the torn-up rails beneath replaced by about 1 a.m. today. Two 250-ton cranes and about 50 men have been working around the clock since the 1 p.m. crash of the 107-car freight train bound from Montreal to Chicago.

It will be noon Sunday before the adjacent tracks for westbound trains will be replaced, said John Tait, assistant superintendent for the Rideau area of the Canadian National Railways system.

Cause of the accident, in which none of the crew was injured, is unknown but a locked wheel forced free by friction is a possibility, say officials.

The 34 cars located in the centre of the mile-long train derailed lay like piled cordwood along the tracks about one mile north of Morrisburg. At least 300 feet of rails and ties had to be replaced.

The freight train's cargo newsprint, lumber, cement and thousands of popsicle sticks spewed over both lines. Heavy rain turned the spilled cargo into a sticky sludge that later hardened.

"It's going to be about two weeks before that section of track is back to normal," said Mr. Tait. "There will be a 10 m.p.h. speed limit until that time."

Canadian Transport Commission and CNR officials are continuing an investigation into the wreck.

02/06/1969 *Ottawa Journal**Kingston (CN)**Morrisburg*

Eastbound CN Line in Service At Morrisburg

MORRISBURG, Ont (CP) Service on the eastbound CNR line was restored Saturday in this community 20 miles west of Cornwall.

A 23-car freight derailment Thursday on the westbound track blocked both lines.

A CNR spokesman said service on the westbound line is not expected to be restored until sometime this week.

16/06/1969 *Ottawa Citizen**Beachburg*

Constable escapes train crash

Constable K. J. Pidgeon of Ottawa Ontario Provincial Police detachment escaped with scratches when his police cruiser ran into a freight train at a level crossing on County Road 9 at Kanata about noon Saturday.

"I guess he didn't see it," said the investigating corporal.

The northbound car was thrown, heavily damaged, into a ditch by the east-bound Canadian National Railways freight which then stopped. The train was only lightly damaged.

The crossing does not have any automatic signals, police said. The constable was going to an accident when the collision occurred.

18/07/1969 *Ottawa Citizen**Prescott**Manotick*

Policemen guard tanker as poisonous gas leaks

Provincial police stood guard for five hours over a parked railway tanker seeping poisonous gas into the air at Manotick Station.

Residents of the village on County Road 8 about three miles east of Manotick alerted police about 9 p.m. Thursday that strong smells of ammonia were drifting in the air.

The gas, leaking from around the filler of a double-skinned, 10,000-gallon tanker parked on a siding, causes irritation to the eyes and respiratory system and in sufficient concentration can cause blindness.

When mixed with air, it can be "extremely explosive."

Firefighters from nearby Osgoode and Gloucester Township were called in to watch over the tanker while police stopped traffic and warned villagers that an evacuation was possible.

As the initial scare passed, traffic was allowed to pass through the area.

Experts on scene

Officials from Brockville Chemical Industries Limited, the firm that manufactures the anhydrous ammonia destined for use as a weedkiller by local farmers, arrived at the scene shortly after midnight.

Using air packs and goggles, the experts examined the leak and declared it harmless for the time being.

A Canadian Pacific Railways locomotive was scheduled to move the tanker car back to Brockville where the leak will be repaired.

Residents said it had been parked at the siding for the past three or four days.

19/07/1969 *Ottawa Citizen**Prescott**Manotick*

Ammonia gas no problem

BROCKVILLE (Special)

Anhydrous ammonia gas leaked during transfer from a railway car to storage tanks near Manotick Station will not damage vegetation.

J. C. Chantraine, an official of Brockville Chemicals limited, said Friday the gas on the quantity let loose at the scene is not dangerous.

Investigations indicated the fault was not with the tank car carrying the gas in liquid form.

Mr. Chantraine said the cause of the leakage was the improper drainage of a connecting hose used to move the liquid ammonia to storage tanks.

He added that the lack of wind and the humidity also complicated the incident. Had a strong wind been blowing, the smell of the gas would have disappeared within five or 10 minutes.

Farmers in the area use the gas as fertilizer.

Provincial police and fire fighters watched over the tank for five hours after residents in the area complained of the strong smell of ammonia in the area shortly after 9 p.m. Thursday.

21/07/1969 *Ottawa Citizen**Waltham*

Car, train crash kills city woman, injures husband

An Ottawa woman died early today and her husband is in fair condition in hospital after the car they were in was hit by a freight train on the northern approach of the Champlain Bridge in Lucerne.

Rita Beaudry, 48, of 1287 Woodroffe Ave., died from multiple injuries in Ottawa's Civic Hospital.

Her husband, Paul 52, who was driving, is in fair condition at the same hospital, suffering from multiple injuries.

The accident occurred at 7.35 a.m. and caused a huge traffic jam, with the result that many West Quebec residents, working in Ottawa, were delayed for at least one hour getting to work.

Mr. and Mrs. Beaudry were Ottawa-bound and apparently thought they could cross before the west-bound Canadian Pacific freight train.

The red rail crossing light was still flashing after the accident

The car was thrown about 200 feet by the impact onto the Lower Aylmer Road and sliced down several traffic signs. The car was demolished.

The train's locomotive received little damage and could proceed along its route. The train had been going between 40 and 45 miles per hour, say Aylmer-Lucerne police.

21/07/1969 Ottawa Citizen

Kingston (CN)

Brockville

Blazing train loses race to save car

BROCKVILLE (Special) Passengers were evacuated from a Canadian National Railways coach four miles west of here when fire broke out in the rear of an eastbound train.

After stopping the Saturday afternoon train and re moving the 40 passengers to other cars, the train crew raced into Brockville with the last car burning from end to end.

They were met at Brockville Station by the fire department, who battled the blaze for two hours before they were able to quell the flames.

A complete loss

The coach, an old-style passenger car valued at \$30,000, is considered a complete loss. The passengers also lost the luggage stored above the seats.

CNR officials declined to release the names of the train crew but said an investigation into the fire is under way.

Lieutenant Jack Marshall of Brockville's fire department said Sunday the crew told him the fire started in an electrical system control panel at the end of the coach.

Crew members said that when they evacuated the coach it was already filling with smoke, but there were no flames visible.

The train, going from Toronto to Montreal, was scheduled the stop at Brockville.

22/07/1969 Ottawa Citizen

Beachburg

Underpass ends need of train horn

The annoying wail of die-sel locomotive horns may soon end along part of the Beachburg Subdivision railway line.

The Canadian Transport Commission refused to interfere with diesel-horn blowing until the Spring land Drive-Cromwell Road pedestrian underpass was built.

The underpass is now in operation.

City council will ask the transport commission to ban diesel tooting on the Beach burg Line between Innes Road and Riverside Drive, a distance of 7.2 track-miles.

Diesel-horn blowing is prohibited at most crossings on other railway lines inside the city.

28/07/1969 Ottawa Citizen

Lachute

Hull

Man killed eating lunch on railway

A 40-year-old Hull man died instantly Saturday when he wj hit by a southbound Canadian Pacific Railway train near Montcalm Street in Hull.

Police said Laurent San-scartier, of no fixed address, was sitting on the tracks near the Canada Packers plant apparently eating a lunch around 1.40 a.m. when he was hit by the freight train and dragged 37 feet along the tracks.

The engineer, who was bringing the train into Hull West station at about 20 m.p.h., spotted Sanscartier 200 feet down the track but was unable to stop in time.

Hull police are investigating the incident

03/09/1969 Ottawa Citizen

Prescott

Hunt Club Road

Three men injured as car hits train

One man is in satisfactory condition with fractured ribs and two others were released from hospital with minor injuries Tuesday after their car struck a freight train on the Hunt Club Road.

Clarence Currey, 52, of Manotick, driver of the eastbound car remains in Riverside Hospital following the 1 p.m. accident.

Passengers John Edwards and Ken , Honeywell, both of RR 5 Ottawa were treated and released. All were thrown from the car.

Police said the car ran into the side of the northbound CPR freight train, demolishing the late model car and causing \$30 damage to the train.

26/09/1969 Ottawa Citizen

Beachburg

Fitzroy Harbor

Train crash blamed on victim

A corner's jury found Thursday night that an Ottawa man was partially responsible for his death at a level crossing accident Aug 19.

The jury, probing the death of Aionzo Frederick Vance, 39, of 42 Melrose Ave., recommended that signs be erected within 100 feet of either side of the railway crossing where the mishap occurred.

Mr. Vance died Just after 11 a.m. when his car stopped on the tracks where they cross the little-travelled Town Line between Torbolton and Fitzroy Townships.

Police evidence showed the tracks can be seen for a quarter of a mile in either direction when a car is within three-tenths of a mile of the crossing.

Engineer Daniel Kelly told the inquest he began sounding the train's whistle about one-quarter-mile from the crossing and at that time first noticed the car. When he was within 200 hundred feet he noticed the car had stopped on the track.

He applied the 19-car freight train's emergency brakes, bringing it to halt more than one-half- mile beyond the point of impact.

31/10/1969 Ottawa Citizen

Alexandria

Vars

Freiman advertisement. Free railway transportation for 2,000 children and their parents.

Pick up your tickets tomorrow while they last.

06/11/1969 Ottawa Journal

Alexandria

Santa Claus gets Welcome Saturday

If anyone finds it hard to believe Christmas is just around the corner, Santa's arrival Saturday for Freiman's traditinal Christmas parade shold dispel all doubt.

Santa will arrive at the train station at 10.45 a.m. and then set out at 11.35 in a parade to freiman's

Beginning at daly Avenue and Nicholas Street, the 10-minute parade route will take participants along Nicholas Street and then west on Rideau Street.

Clowns, bands, cartoon and comic characters and floats will accompany Santa on the downtown route.

07/11/1969 Ottawa Citizen

Alexandria

Santa Claus is coming to town

A special train bearing a special visitor pulls into Ottawa Station Saturday morning.

Santa Claus will arrive at 10.45 a.m. aboard the A. J. Freiman Special for his annual Ottawa visit.

At 11.35 a.m. a parade will escort Santa along Ri-deau Street to Freeman's store where he will take up residence until Dec. 25.

The parade begins at Daly Avenue and Nicholas Street and proceeds along Nicholas to Rideau.

10/11/1969 Ottawa Citizen

Alexandria

Capton to picture

A most popular fellow

Amid children's cheers and steady drizzle, Santa Claus arrived in town Saturday. Youngsters braved wet weather and awaited his arrival by helicopter in Vars.

Others travelled the special train with him to Ottawa and more lined his parade route. He took up residence at A. J. Freiman's downtown store where he will stay until Christmas Eve.

25/11/1969 Ottawa Citizen

Lachute

Papineauville

Train hits car killing boy, 15

PAPINEAUVILLE (Special) A 15-year-old Lachute youth died Saturday : when the car in which he was a passenger slid into j the path of a fast-moving mishap at the level crossing freight train.

Daniel Larose died instantly in the 10.30 p.m. here when the car his brother was driving slid into the train's path.

The driver, Gaetan Larose, 21, of Lachute, was uninjured in the crash.

08/12/1969 Ottawa Citizen

Lachute

Templeton

Car hits train man safe

BUCKINGHAM (Special) A Templeton man had a close brush with death Saturday afternoon when his car collided with a Canadian Pacific Railway freight train one mile east of Templeton.

Police said the car, driven by Florimon Comptois, 37, was approaching a railway crossing on the White Horse Farm Road when it skidded into the left side of the train's diesel locomotive.

Mr. Comptois escaped with minor cuts and bruises. The front of . his car was badly damaged.

Mr. Comptois told police he tried to stop the car but the road was slippery and the vehicle slid into the side of the locomotive.

The train stopped and waited until the police investigation was completed before continuing on to Montreal.

27/12/1969 Ottawa Citizen

Montreal and Ottawa

Woman killed as train hitss car

VANKLEEK HILL (Special) A 70-year-old Ottawa woman was killed at 12.45 p.m. Friday when a car driven by her brother was hit by an east-bound train at the McAlpine Road crossing two and one-half miles northwest of here.

Dorothy Little of 151 Carling Ave., was killed when she was thrown from the car and then pinned by it in the ditch beside the railway.

Her brother, Trafford Little, 74, and his wife Lillian, 71, of RR 2 Vankleek Hill, are in satisfactory condition in Smith Clime at Hawkesbury.

The car was hit by the train at the left rear door and flipped into the ditch,

The victim had been visiting with her brother for the holiday when the accident occurred.

Police said heavy blowing snow limited visibility.