

Local Railway Items from Area Papers - 1970

06/01/1970 Ottawa Journal

Chalk River

Carleton Place

Truck-Train Crash Hurts Ottawa Man

CARLETON PLACE (Staff) A 23-year-old Ottawa man was seriously injured Monday night when the dump truck he was driving was struck by a CPR freight train half a mile north of here in Ramsay Township.

Irwin Earl Bald of 1438 Hunt Club Road is in Ottawa River side Hospital with a fractured pelvis and fractures to his left arm, leg and hip. He is reported to be in serious condition.

According to police, Bald was eastbound on gravel road when his empty dump truck was struck by a northbound train at a level crossing. Police said the road was icy at the time.

The train - No. 911 - bound for Chalk River was travelling about 24 mph when the accident occurred shortly after 6 p.m. The truck was demolished. Damage is estimated at \$15,000.

Wilfred Hogan of Smiths Falls was engineer, and Edward Nesbitt of Carleton Place was conductor. Perth OPP investigated.

07/01/1970 Ottawa Journal

Kingston (CN)

New Test for Turbo

MONTREAL (CP) Canada's first turbine-powered passenger train is all set to undergo a long series of cold-weather tests after flunking the grade last winter.

A Canadian National Railways spokesman said Tuesday the turbotrain will begin indoor movement tests in a day or two before making short runs in the Montreal area.

The train then will attempt longer journeys between Montreal and Toronto and perhaps between Montreal and North Bay, to prove to CN officials that it is ready to go back into service on the Montreal-Toronto run.

21/01/1970 Ottawa Journal

Montreal and Ottawa

Two-Deck Rail Car Tested

One of CP Rail's nine new double-decker commuter cars came to Ottawa station on trial run today, with a regular Montreal-Ottawa train.

The stainless steel car, sporting a colorful red stripe its full 85-foot length, can carry approximately twice the number of persons as a regular coach.

All nine cars, which cost \$2,800,000, are only slightly higher than ordinary coaches. They will be used regularly on the Montreal-Rigaud run after the official inaugural trip in the spring.

It is estimated 10,000 to 15,000 weekday commuters travel into Montreal from about nine stops along the approximately 40-mile run.

To permit rapid loading and unloading, wide sliding doors provide access and exit on both sides of each car.

From the central vestibule, passengers can go left or right to areas of identical size. Each area accommodates 84 or 78 commuters.

Each section has a lower level of double seats, similar to a regular coach, and an upper level of single seats, reached by compact circular stairways, one on either side of the entrance. Twenty-two of the upper 36 seats face inward, as in a subway car.

A passageway, protected by a railing, extends alongside the single seats on the upper bus-like gallery level. Ample storage space is provided. Cars have green seats, salmon-colored walls, fluorescent lighting and windows on both levels.

The cars have individual diesel-operated power plants to provide heating, air conditioning and lighting; they will be pulled and or pushed by locomotive.

24/01/1970 Ottawa Journal

Winchester

Smiths Falls

TENDERS

Offers to purchase will be received until 12.00 noon February 10, 1970, for one 40,000 gal. steel water tank and one 20,000 gal. steel water tank of Smiths Falls, Ontario. The tanks are to be removed flush with the ground on or before April 5, 1970, and the site left in a neat and tidy condition. Offers are to be addressed to:

W. C. TRIPP, Division Engineer, Canadian Pacific Railway, Smiths Falls, Ontario.

Further information can be obtained by writing the above or telephoning 283-0209 Smiths Falls.

30/01/1970 Ottawa Journal

Montreal and Ottawa

Your paper the other night on page 4 carried an article about a double-decker train arriving for testing. Was it at the station in Ottawa about a week before that? Yes. A CP rail spokesman said the double-decker car has been at the station during test-run periods off and on during the last two weeks. All nine new double-deckers, which were built in Montreal, will be tested individually on regular Montreal Ottawa runs during the next 45 days, he said.

07/02/1970 Ottawa Citizen

Carleton Place

Stittsville

Locomotive destroyed by flames

CARLETON PLACE (Special) Passengers aboard a Canadian Pacific train were delayed about an hour here Friday when the main locomotive caught fire and burned.

The fire was spotted in the leading engine of the westbound Canadian as it travelled through Stittsville.

It continued to Carleton Place and shunted the burning unit into a siding. Remainder of the train was driven clear.

Members of the volunteer fire department here battled the blaze for more than an hour but the locomotive was gutted. There were no injuries.

Exact damage has not yet been determined but is expected to run into tens of thousands of dollars.

Town Fire Chief Caldwell Wilson said the fire appeared to have started in electrical wiring and spread to fuel oil.

A replacement locomotive was brought in from Smiths Falls and the train continued its Trans-Canada journey.

Driver bruised when truck strikes train

ARNPRIOR (Special) William F. Parsons, 33, son of Arnprior chief of police William Parsons, escaped serious injury when his van-type truck collided with a Canadian Pacific (westbound freight train on a level crossing here Friday about 7.15 a.m.

The accident occurred at the McLachlin Street crossing. The weather at the time was foggy with some icy road conditions. A door was torn from the truck and Parsons received severe bruises. He was taken to the Arnprior hospital for x-rays.

From the Ottawa Journal same date

Man Hurt When Truck Hit by Train

ARNPRIOR (Special) William F. Parsons, 33, of Arnprior narrowly escaped serious injury when his van truck was struck by westbound CPR freight train at the McLachlin Street level crossing Friday.

The truck was badly damaged and Parsons, alone at the time, was taken to local hospital for examination and was released. He was severely shaken up and suffered bruises.

Police say weather conditions were not good with some fog and the road icy with some slush.

26/02/1970 *Ottawa Citizen**Winchester**Chesterville*

Gate late for driver and train

CHESTERVILLE (Special) A work crew installing railway crossing gates watched a man die when his panel truck was hit by a freight train here.

Cornelius Kcarns, 69, was killed when a westbound 100-car freight struck his truck on the mainline level crossing on Main Street in this village 24 miles northeast of Morrisburg.

The crossing has a wigwag and signal light, but no gate. Workmen were installing the gate device when the accident occurred at 11.20 a.m. Wednesday.

The truck was driven 80 feet down the tracks and the driver pinned in its cab. Engineer of the train was Stirling Bell of Smiths Falls.

Chesterville Police Chief Leonard Shane and Coroner William Byers of Winchester investigated the incident

28/02/1970 *Ottawa Journal**Renfrew*

Train, Plow Collide Damage Heavy

RENFREW (Special) The driver of a snowplow which was hit Thursday by a CNR freight train near Glasgow Station, 10 miles east of Renfrew, was not hurt in the collision

William Melanson, 30, of RR 2 Arnprior, was driving a plow owned by McNab Township when the accident happened. The front of the plow was caught by the engine and spun sideways. Six freight cars were ripped along the side by the blade before the train came to a stop.

The damage to the engine was estimated at \$1,000 and to the snowplow \$500. No estimate of damage to the freight cars was available.

OPP Const. Clayton McKechnie Investigated.

23/04/1970 *Eganville Leader**Eganville**Eganville*

Old CPR Station Is Disappearing

This week brought the first sign that the long-awaited face lift for the Village of Eganville may be getting underway as demolition was started in the CPR station, by Alec Rutledge, of Shawville, Que. The station has stood in its present site in the centre of the village for around half a century, but the property will now revert to the municipality. The tracks leading to it will also be removed as work commences on the installation of the new sewage system.

02/05/1970 *Ottawa Citizen**Kingston (CN)**Cornwall*

Mountain of boxcars piled up in derailment.

CORNWALL (Special) The derailment of 33 cars of a 104-unit CNR train spilled crushed coal, corn and steel pipe over farm fields about one mile east of here Friday.

There were no injuries as the middle section of the train ripped out 1,500 feet of double track before "mountains and mountains of boxcars piled up" said one observer.

Damage is estimated at about \$1,000,000.

A break in a wheel section is believed the cause of the 11.40 a.m. crack-up of the Montreal-bound train travelling at about 60 mph.

"The first thing I knew the emergency brakes went on," said engineer Sidney Batchelor of Brockville.

The engineer, a brakeman and fireman at the front of the train and a conductor and a brakeman in the rear were in parts of the train that stayed on the tracks.

The Cornwall fire department was called in to guard a chemical tank car that left the tracks but stayed upright and unopened.

A crew of more than 100 workers and two cranes were at work clearing the wreckage less than three hours after the derailment.

Cornwall terminal traffic manager John Gregoire said he expected the cleanup to be completed by noon today. It was the third derailment within three years on the 17-mile stretch of track.

02/05/1970 *Ottawa Journal**Kingston (CN)**Cornwall*

LINE CLOSED

30 cars Jump Cornwall Track

CORNWALL (Special) A main CNR line was disrupted Friday and damages are expected to run as high as \$1,000,000 following a major freight derailment in Cornwall.

A 104-car eastbound freight had nearly 30 of its assorted rail cars jump the east track just before noon, causing widespread havoc to both east and westbound lanes.

The twin diesel engines had just cleared the diamond where the CPR crosses the CNR main line when cars jumped the track and hurtled into a water-filled ditch.

Before the train ground to a halt coal cars, boxcars, tank cars with an assortment of cargo were strewn more than 1,000 feet in all directions.

Rail ties were ripped up like matchsticks and complete steel rails were twisted out of shape. The impact of the heavily-laden rail cars threw water and mud for hundreds of feet.

No one was injured in the crash, however, all traffic on the CNR main line from Toronto to Montreal is being diverted at Coteau and Brockville

How long the main line will be blocked is not known but officials at the scene estimated damage to the lines would run into the hundreds of thousands of dollars:

11/05/1970 *Ottawa Citizen**Chalk River**Pembroke*

Train crew blameless - Inquest jury

PEMBROKE (CP) An inquest jury decided Thursday that no blame should be attached to the crew of a freight train involved in a level-crossing smash which killed four Winnipeg residents.

The fatalities occurred Good Friday about 9:30 a.m. at a crossing near Pembroke. The victims were Frederick D'Apertng, 49, his wife Mirette, his son Walter, 19, and 17-year-old Shelly Paquet.

The police investigation failed to reveal who had been driving the car. The jury made no recommendation but said the unknown driver contributed to his own death and that of his passengers.

Turbo-Train Will Try Again

TORONTO (UPI) Canadian National' Railways has set May 25 as the date of the reintroduction of its ill-starred turbo-train.

CN spokesmen said the Turbo will run from Montreal and Toronto at 7.45 a.m. each day, arriving in the opposite cities three hours and 59 minutes later.

The Turbo was originally supposed to make its debut during Expo '67 but a series of delays and misfortunes have kept the sleek white and red train from service until now.

In its inaugural press run in December, 1968, the train crashed into a meat truck at a level crossing in Kingston, Ont., and within a month it became apparent that the Turbo could not stand the Canadian winter.

The cold weather froze its suspension systems and played havoc with the heating and cooling systems on the train.

20/05/1970 *Ottawa Citizen**Beachburg**Woodlawn*

The Bells Corners provincial police detachment went into high gear just before 8 a.m. when a pickup truck rammed a moving freight train at the Canadian National Railway crossing on County Road Nine, near Wood-lawn. The driver, not yet identified, is in serious condition at Civic Hospital.

From Ottawa Journal same date

Driver Hurt As Truck Hits Train

A 34-year-old truck driver is in fair condition in Civic Hospital following a train-truck collision at Woodlawn today.

The driver, identified only as Mr. Jassen by Ottawa, OPP, was driving a half-ton truck belonging to Marchmount Construction Ltd. on County Road 20.

At the CNR crossing in Wood-lawn, he apparently drove the truck into the side of an Ottawa-bound freight train.

There was no indication by noon from the Civic on the nature of the man's injuries.

A CNR spokesman said the freight train was able to continue on to Ottawa following the accident.

27/05/1970 *Ottawa Citizen**Kingston (CN)**Brockville***Train fire kills CN crewman**

BROCKVILLE (Special) A Canadian National Railways crewman died near here Tuesday evening after fire broke out on train 54 en route from Toronto to Montreal.

Dead is Gerard Gagne, about 60, of Montreal. The body was found in a smoke-filled club car when the train reached Brockville about 9.40 p.m.

CNR officials said smoke was reported in the car about 20 miles west of Brockville and 10 passengers were evacuated to other coaches. The victim apparently was sleeping and was overlooked in the evacuation as the car's lighting system had failed.

The fire is believed of electrical origin but investigators have so far been unable to determine its cause or the exact spot it started.

The train crew radioed ahead to Brockville from Mallorytown that the car was on fire and the city fire department had a truck waiting at the station when the train pulled in.

Two city firemen, Lieutenant Lawrence Dunleavy and fireman Phil Sauve, entered the smoke-filled car and found the body lying across a seat

The victim was brought out and taken to Brockville General Hospital where Coroner Dr. J. W. McDougall pronounced him dead. Dr. McDougall said an autopsy would be held today to determine cause of death. Asphyxiation from smoke is believed responsible. CNR and Brockville police are continuing their investigation.

28/05/1970 *Ottawa Citizen**Chalk River**Meath***Car-train crash kills 4 at Meath**

PEMBROKE (Special) Provincial police spent more than an hour prying open the car to get at the bodies of four Winnipeg people from a car which collided with a freight train at a Canadian Pacific Railway level crossing on Highway 17 at Meath.

Police say they were hindered in their work Friday morning by numerous curious passers-by who contributed to three other minor traffic mishaps at the scene, 10 miles east of Pembroke.

The victims of the crash were believed to have been holidaying in the Pembroke area.

They were Frederick D'Aperng Jr., 49, of 780 Lanark St., Winnipeg; his wife, Mirrette D'Aperng, and his son Walter, 19, and 17-year-old Shelley Pa-quet of 604 Mulvey Ave., Winnipeg.

The train's engineer was Herbert McDonald of Smiths Falls.

Police say the car hit the train, spun around, knocked off a wig-wag standard, turned on its side and slid across the road, coming to rest against a telephone pole 125 feet away.

30/05/1970 *Ottawa Citizen**Lachute**Gatineau Point***Family of four injured in crash**

A Gatineau family of four was rushed to hospital Friday after their car was struck by a passenger train north of Gatineau Point

Ronald Mageau, 31, of 364 Victoria St., suffered facial lacerations and is described as in fair condition.

His wife Margaret was serious when she arrived at Ottawa General Hospital with a fractured elbow and clavicle, but her condition improved following an emergency operation.

One of the daughters, eight-year-old Kimberley, remains serious with a fractured skull, while Debbie, 6, is in fair condition with minor lacerations.

Mr. Mageau was driving south on St. Antoine Street around 6:35 p.m. when his car slowed at a level crossing and was caught from behind by an east-bound Canadian Pacific twin-diesel train.

Police said the crossing north of Savanne Road has no warning signals or barriers.

Witnesses said the car was thrown about 12 feet into the air, snapping the crossing sign-posts and rolling several times before stopping in a field 450 feet from the road.

The small foreign car was destroyed, and damage to the diesel engine was estimated at \$1,000.

11/06/1970 *Eganville Leader**Eganville**Eganville***CPR's Eganville Line Loses \$112,679 In Three Years**

CP Railway had actual losses totalling \$ 112,679 on its Eganville branch line during the three years 1966-1968, the Canadian Transport Commission reported today in a formal notice.

A decision on whether to allow abandonment of the line is to be made June 22.

The railway filed an application 21/2 years ago for authority to remove the 19-mile freight line, but the application, along with a number of others, was held in abeyance during completion of the Commission's costing procedures.

Commission analysts have determined that CP Rail's actual loss on the Eganville line rose from \$33,221 in 1966 to \$39,894 in 1967 and declined slightly to \$39,564 the following year. Carload traffic dropped from 372 cars in 1966 and 127 in 1968.

The Eganville branch runs off CP Rail's transcontinental line half-way between Ottawa and Pembroke. It was built in 1892 by the old Atlantic and Northwest Railway to serve a string of small Ottawa Valley communities.

Finch man killed in car-train crash

FINCH (Special) A local man was killed early today in a car-train collision at a level crossing less than 200 feet from the farm home in which he was born. Amos Hudson Kendrick, 63, died instantly in the wreckage of his car. Provincial police said it probably stalled on the tracks, five miles west of the village, and was rammed by a westbound freight train.

The man had been visiting relatives at his family's farm. The accident occurred about 3 a.m.

The silent rails of the Valley

Story by Judy Barrie Citizen staff writer

Photos by Bob Carroll Citizen-UPI staff

Railroading in the Valley isn't what it used to be. Just ask Jack Redmond who's worked every station from Carp to Whitney. For Mr. Redmond, now stationmaster at Eganville, the once-vibrant railroad era has slowed to daily monotony and he feels "bad about the changes all right". "But", says Mr. Redmond philosophically, [sic] "I suppose you have to go with the times".

[Photo caption: Eganville station: It's weekly business is six trains and two trucks]

EGANVILLE - Six trains and two trucks. That's all the business Eganville stationmaster John Redmond handles in a week.

Oh, and the CN money orders. He still sells those.

But there was a time when this veteran railroader had to hustle quickly through a day, sending Morse code messages on the telegraph and selling tickets to townsfolk heading out for a weekend break.

"Yes, it gets monotonous sometimes," said the man known better as Jack to the 1,400 residents of Eganville.

"I feel bad about the changes all right But I suppose you have to go with the times."

Most of all he misses the incessant chatter of the telegraph. "Whether you were alone or not, it was like having someone here talking to you all the time."

For while the machinery wasn't exactly flooded with messages for Eganvillers, it was hooked up with a number of small area towns so Jack Redmond heard everything that was going on for miles around.

Discordant picture

And it gets cold in the winter. "Sit here by the window and it'd freeze the knees off you."

This, despite the two new electric space heaters installed by CN to replace the aging pot-bellied stoves.

The shiny metal exteriors of these newest fixtures in the 50-year-old wooden station strike a note of discord, somehow imposing on the dark floor boards, worn smooth from years of traffic.

But Jack Redmond figures he has it pretty good. At 63, he is eligible for retirement at full pension but the railroad has retained him as an "on-hand representative" to keep track of the express parcels and freight.

Last Thursday he checked through a stainless steel bathtub from Simpson's-Sears, two "high-riser" bikes and a ripped mattress from Eaton's that will have to be returned, and some glassware for a local service station's giveaways.

A neighbor wandered into the express room to ask about a mattress he had ordered three weeks ago.

"Nope. I haven't seen it," said Jack. "But I'll let you know when it comes in."

The same day Welk's Mill hands loaded their first shipment of wood chips since the February fire that shut down operations. "He got back on his feet pretty quick," said Jack. "I was glad to see that."

This is how it works:

A train a day, Monday through Saturday three going to Ottawa, three coming from Ottawa.

The train brings the parcels Monday, Wednesdays and Fridays while the truck brings them Tuesdays and Thursdays. (All letters are delivered to Eganville by truck).

The train pulls through slowly - if there's anything to be put aboard, Jack signals and the engineer stops. "They're not on too strict a schedule," but, "No, they can't stay for coffee."

No matter, Jack Redmond doesn't really long for company.

"I never get lonely. I know everybody from 100 miles around here. But I guess a stranger would find it kinda lonesome."

Once in a while a friend drives the mile and a half out from town to chat but he doesn't see too many railroad buddies.

"Most of them are dead now."

And Jack Redmond knew lots of good railroaders - he has been in the business 42 years.

"I joined CN on May 30, 1928. as a relief man for agents on holidays. I did that job for 10 years, working all around here, Killaloe, Barry's Bay, Whitney", all territory dear to his heart.

For he was born in Eganville. So were his wife and their five children.

Then he spent three years at the Madawaska agency, 10 years in Douglas, five in Golden Lake and the past 10 at Eganville.

"I've worked at every station in what was called the Ottawa division and there must be 50 or 60. And I've met a lot of fine people.

"This is a beautiful part of the country, the hunting and fishing are good and there's no pollution here. I wouldn't live anywhere else."

Jack's association with the railroad was a natural.

His father was a section foreman, his older brother a station agent and his younger brother an operator. Today, his nephew works at the station in Pembroke.

But many years ago neighbors would have understood if the young boy decided to stay away from the business.

Jack Redmond's father was killed when he and two other men were riding a handcar about a mile west of Eganville. They met a train and tried to get the car off the track. The other two jumped clear. Jack was only eight years old and things were tough for his mother and five brothers and sisters.

But the railroad has been good to him. He is satisfied with his salary, [sic] owns his own house and has hundreds of happy memories.

Telegraphic chatter

Like the time a turkey broke loose from his shipping cage and flew to the top of some nearby trees and those wild days when seasonal laborers hopped a train for the Prairie wheat fields. The Harvest Express they used to call those trips. Any farmers milk cans left by the side of track were sure to have disappeared after one of the runs. The thirsty passengers wanted them for water.

And the telegraph conversations that ended just a year ago. "We never used the phone when we wanted to talk back and forth."

And wishing friends bon voyage. Passenger service ended eight years ago and Jack Redmond doubts anyone would use the train if it was introduced again.

"Everybody has their own car these days."

He doesn't remember missing a day of work because of illness in 42 years.

"When you're alone in a station like this, what can you do? You have to come in, even when you're feeling rough."

So far, CN hasn't given any word on how long they'll keep their on-hand representative in Eganville and he said he is amenable one way or the other.

Only one thing Jack Redmond wants to do "see the west before I die." Although he has had passes to travel the country free for some time row, he has never been too far away from Eganville.

[Photo caption: Stationmaster Jack Redmond checks the waybills]

The council learned that CP Rail would be withdrawing its agent at Chalk River.

All services will be transferred to the Central Customer Service in Sudbury. Telegraph services will no longer be available locally and the Chalk River station will be a train order office only.

11/07/1970 Ottawa Journal

Chalk River

Pembroke

Dayliner Hits Car, No One Hurt

PEMBROKE (Staff) Carol Doran, 18, of Pembroke and two passengers jumped clear only seconds before the Dayliner, a Canadian Pacific Railway passenger train, struck her car after it stalled on the track in Pembroke Township Friday.

Her passengers were Jane Garrow and Keneth Cushing, both of Pembroke.

When the car stalled, Miss Doran was negotiating a hump which exists in Second Cedars Rdad. Just east of Pembroke.

OPP Constable Lawrence Rouble said a similar accident happened at the unprotected crossing a few years ago. Friday, the eastbound train, with engineer Delmar Payne of Ottawa at the controls, carried the Doran car 135 feet along the tracks before dumping it to one side.

21/07/1970 Ottawa Journal

Kingston (CN)

Lancaster

Pair Escape Before Train Wrecks Car

LANCASTER (Staff) A train collided with a stalled car near here Monday night; moments after the car's two occupants fled from the vehicle.

The car, driven by Allan Benton, 26, of 308 ; Pitt Street, Cornwall, stalled on a railway crossing four miles west of Lancaster.

Unable to start the car, Mr. Benton noticed the approaching train and ordered his passenger Jane MacLean, 20, of RR 1, Cornwall, to get out of the vehicle.

The pair told police later that as they ran from the car they were struck by debris flying from the impact but were not injured.

The destroyed vehicle was valued at \$2,200.

01/08/1970 Ottawa Citizen

Lachute

CP Rail ordered to maintain Sunday service

By The Canadian Press The Canadian Pacific Railway has been directed to continue to provide a Sunday evening passenger train from Ottawa to Montreal along the north shore of the Ottawa River.

The railway had proposed to drop the train in its general reduction of service between the two cities.

An order by the Canadian Transport Commission said Friday night traffic figures compiled by commission inspectors had disclosed a significant traffic peak into Montreal on Sunday evenings and at the end of holiday weekends.

It felt CP Rail could not meet its obligations under the Railway Act if service was not available to meet this demand.

CP Rail announced its reduction plan July 10, to take effect Saturday, Aug. 1. It calls for one daily train in each direction along the Ottawa-Montreal north shore, in place of two daily trains in each direction and a special Saturday service.

Since that announcement, commission inspectors have been riding the train to investigate passenger volume and the alternate modes of available travel

08/08/1970 Ottawa Journal

Kingston (CN)

Brockville

Rapido Hits Handcar, One Killed

BROCKVILLE (Special) The crack CN express train, the Rapido, running from Toronto . to Montreal hit a gas-operated handcar on the main line six miles east of Brockville Friday killing one man and critically injuring another.

Joseph Arcand, 47, of Prescott, was dead on arrival at Brockville General Hospital. Francis Charland, also of Brockville, was transferred to Kingston General Hospital with critical head injuries. The Rapido was running late due to a derailment at Port Hope Thursday when it hit the handcar with its two occupants.

The train continued to Montreal. The accident is being investigated by the Prescott detachment of the Ontario Provincial Police.

17/08/1970 Ottawa Citizen

Maniwaki

Low

NY visitor dies in freak accident.

LOW (Special) A New York man was killed in a one-in-a-thousand train accident near this Quebec village Saturday while two injured friends vainly sought help from passing cars.

Four or five cars ignored the two men.

Lawrence Nelson, 46, of Homer, N.Y., died after lying unconscious in a van which had crashed through a ditch and hedge to land on its side across the Canadian Pacific Rail line seven miles south of here.

The chain of circumstances which led to the death were all stacked against the victim.

Nelson, Walter Farnholtz and Donald M. Slater, both 43 and of New York state, were returning from a camping trip along Highway 11 when their van left the road at 5.30 a.m.

The car crashed onto the little-used rail line which runs parallel and near the road.

Farnholtz and Slater, with minor injuries, clambered from the van and onto the road where they tried unsuccessfully to flag down passing cars for 30 minutes.

Then, a northbound freight smashed into the van, dragging it along for 300 feet before stopping.

Police said Nelson was dead when they arrived.

The other two men were taken to a Hull hospital, treated and discharged.

04/09/1970 Ottawa Journal

Brockville

Railway Buffs Plan Outing

Railway buffs will soon be able to celebrate the 100th anniversary of the Brockville and Ottawa Railway reaching Ottawa. .

A special celebration train, made possible through the efforts of the Bytown Railway Society and CP Rail, will leave Ottawa Station Sept. 20, at 8 a.m.

It will pass through Kemptville, Bedell and Smiths Falls before reaching Brockville. The train is scheduled to return to Ottawa at 5.55 p.m. the same day.

Proceeds will go towards the preservation of historical railway equipment. Tickets may be obtained from the Bytown Railway Association, 93 O'Connor Street.

A trainman's train. Flying Scotsman on view here but no bitter

By Chris Vcnell Citizen staff writer

If you ever dreamed of being a locomotive engineer in the days before General Motors took the romance out of it, get yourself out to the National Museum of Science and Technology without delay.

If you are too young to remember, get out there anyway. There are few enough chances in this over more "efficient" world to smell hot cinders and listen to the happy sizzling of a live steam engine.

Born in '22

Flying Scotsman, the first locomotive in the world officially recorded as travelling at more than 100 miles an hour, is on view at the St. Laurent Boulevard site until Sept. 18, and can be inspected daily from 9 a.m. to 9 p.m.

'Behind the apple-green engine are seven chocolate and cream coaches: a first-class compartment coach for the train crew, five converted baggage vans which contain assorted exhibits, a Pullman coach used by Sir Winston Churchill during the Second World War, and an Edwardian observation saloon fitted out with a "pub" bar

The train was brought, across the Atlantic to the United States in 1969, and has been on tour since then.

Flying Scotsman was built in 1922 at Doncaster, England, for the Great Northern Railway, later part of the London and North Eastern Railway whose initials adorn the locomotive's tender.

She was the third Pacific (4-6-2) express engine to be built to the design of Sir Nigel Gresley, and cost the equivalent of \$24,000.

Gresley later designed streamlined Pacifics which were among the fastest engines in the world one of them holds the speed record for steam locomotives.

Flying Scotsman and her sisters were no tortoises, especially after the original boiler pressure of 180 pounds per square inch was raised to 220 and modifications were made to the valve gear.

They had 80-inch driving wheels for speed, and three cylinders to reduce vibration and damage to the track.

In 1928 Flying Scotsman was given a giant corridor-tender to make possible non-stop runs from London to Edinburgh, nearly 400 miles.

One of a kind

One engine crew could not have done the work. The corridor tender made it possible to change crews without stopping the train.

In spite of the Flying Scotsman's record, British Railways decided to scrap her and all her sisters when a policy of dieselization was decided on in the mid-1960s.

The locomotive was rescued from this inglorious fate by Alan Pegler, who paid \$8,000 to save her in 1963. Since then he has spent another \$200,000 to restore the engine to her original splendor.

Flying Scotsman is the only steam locomotive still permitted to run on British Railways' lines because of an agreement which Mr. Pegler coaxed BR into signing seven years ago.

No other steam locomotive has run on a British main line since August, 1968.

While on tour in the United States and Canada, the Flying Scotsman and her train have travelled at a more sedate pace than she was wont to in former years.

Apparently track-laying standards on this side of the Atlantic are not as high as those in Britain, and the relatively light locomotive and carriages are restricted to 60 m.p.h. and less lest they be shaken off the rails.

Sensitive Canadians may find consolation in the fact that the locomotive crews consider Canadian track much better than some they have met with in the States.

Added features

The exhibits on the train range from 16th-century costumes worn in the movie *Anne of the Thousand Days* to model railways (and what else did you expect?)

The Pullman coach "Lydia" carries mementos of Sir Winston such as his walking stick and the dispatch case he carried when he was chancellor of the exchequer.

Alas for the hopes of exiled Brits and, anyone else who might have wanted to taste some real beer. The liquor laws which prevail in Ontario do not permit the "pub" in the observation saloon to open.

You won't die of thirst, though. Flying Scotsman's twin tenders hold 11,000 gallons of good treated water. The crew might spare you a pint.

26/09/1970 *Ottawa Citizen* *Kingston (CN)* *Brockville*

Pair probably didn't hear train that hit them

The two-man crew of a track motor car probably never saw or heard the high-speed Canadian National Railways passenger train that overtook the car and killed one of the men near Brockville, Aug. 7, the Canadian transport commission has been told.

Testifying at the Ottawa hearing into the crash and two other railway accidents, E. J. Woito, CN track supervisor in the area, said men in the gasoline-powered vehicle "would not hear a train whistle" when their own vehicle was operating.

Locomotive engineer E. J. York of Verdun, Que., told the commission Friday (25/8) he could see the backs of the two men through the rear windows of the canvas-covered car in the last moments before the collision.

The car had no rear-view mirror.

J. M. Arcand of Brockville, a temporary head foreman of a patrol crew, was killed in the accident. The other occupant, F. W. Charland of Brockville, has been unable to attend the hearings because of injuries suffered in the accident, including a fractured skull.

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In testimony Thursday the commission was told a "lineup" of train movements in the Brockville area was available to work crews at 12.14 p.m. the day of the crash, which occurred at about 1.20 p.m.

The lineup was found in the wreckage of the car.

Charles Armstrong, CN's chief of transportation, told the commission crews are required by railway rules to make periodic checks with the area dispatcher to confirm the accuracy of the lineup.

No checks made

The dispatcher, J. J. Marshall of Belleville and E. J. Macdonell, a station operator at Brockville, told the commission they had no contact with the car either by portable radio or wayside telephone.

The train, the Rapido bound for Montreal from Toronto, left Brockville at 1.11 p.m. the engineer told the commission.

He began to blow the train whistle at the same time. The crash occurred about eight-tenths of a mile down the track. There was perfect visibility at the time, the engineer said.

The commission was told the lineup of trains showed the Rapido left Belleville two hours late. But work crews are expected to assume trains will move at maximum speeds and will therefore return to timetable schedules.

In such cases, Mr. Armstrong said, crews are expected to confirm train movements by telephone or radio.

Rechecking rare

But Mr. Woito said crews "don't normally recheck the lineup" after leaving the station office.

The car was carrying a portable radio, and had passed a wayside telephone minutes before the crash.

D. H. Jones, chairman of the two-member panel holding the hearing, said he found it "troubling" that after leaving in their cars crews "are more or less on their own."

The maximum speed for track cars is 25 miles an hour by railway rules, Mr. Woito said. The maximum allowable speed for passenger trains on the line is 90 miles an hour.

The hearing re-opens in the Belleville courthouse Monday morning and is expected to run about a week. The more general inquiry is expected to begin in the middle of November.

CPR Rail Removal Ends An Era

The C.P.R. rails which once ran through the centre of Eganville and contributed to its prosperity have almost disappeared. A work crew from the firm of John Wheelwright Ltd., Railroad Contractors, have almost completed the removal of 1500 feet of rail which have been a part of the village since 1892. The job was planned by Dalton G. Dow, P.Eng., railway division manager and the work is proceeding at a fast pace. The removal of the track is necessary to facilitate the forthcoming road building program through the village. While the passing of the rails is essential to progress, they were welcomed by an earlier generation of Eganville residents when it took well over four hours to reach Cobden by stage in fine weather. But the stage could be mired for hours in mud, while the train awaited its arrival in Cobden.

Jailed 6 Months

PEMBROKE (Staff) An act of wilful mischief, that testimony indicated could have caused a serious train derailment of Pembroke, resulted in a six-month jail term for a Meath man Thursday.

In passing sentence on Emerson Logan, 21, Judge A. A. McLean recommended he "receive psychiatric assessment and treatment for his malady involving alcohol."

On Aug. 15, the CPR's transcontinental The Canadian, was stopped at Meath because a main switch had been tampered with. CPR investigator George Proulx said the incident could have caused a derailment.

Logan said he had been drinking drinking heavily for several days prior to the incident.

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"Santa Train" tickets

available tomorrow only, at Freiman's downtown. Tomorrow .

FREIMAN TRAIN SPECIAL

Saturday, October 31, is the day to pick up your free tickets for Freiman's famous Santa Claus Train Special. You and your children are invited to ride the "FREIMAN TRAIN SPECIAL" leaving Ottawa Station next Saturday, November 7 at 8.00 a.m. to meet Santa!

- Free railway transportation for 2,000 children and their parents
- Tickets will be distributed only for children under 12 years of age accompanied by an adult
- No tickets required for children under 4 but accompanying adult must have a ticket
- Tickets will be distributed tomorrow, Saturday, October. 31 at 9.30 a.m. in Freiman's Toyland, Fourth Floor, Downtown only

Santa Clans flying in Saturday

Santa Claus will fly in from the North Pole Saturday morning via helicopter.

He's just sent word to Freiman's that he'll be touching down in Vars at 8 a.m. He's expected to be greeted there by 2,000 children who will ride with him to Ottawa on a 19-car Canadian National Railways train.

Con. Claude Bennett and Miss Ottawa Rough Rider Wendy Thomas will be on hand at Ottawa Station to welcome him and his friends when they arrive at 9.45 a.m.

Santa will be accompanied from the station to Freiman's warehouse on York Street by the Governor-General's Foot Guards band plus Riderettes and clowns.

At 10.30 he'll leave the warehouse go down York on his sleigh, turn right at Cumberland Street and ride down Ridcau Street to Freiman's where he will get off and head for Toyland.

Train Hits, Kills Youth- Af Petawawa

PETAWAWA (Staff) Dwayne James Peter Barnhardt, 15, of Pefawawa Township was killed when struck by the-CPR's transcontinental Canadian passenger train, at the Biesenthal Road level crossing at 7.15 p.m. Friday.

The youth's body was carried a short distance and thrown to one side before the train could be stopped.

OPP Constable James Mc Gregor said another boy about the same age was hitchhiking with the Barnhardt youth when he started to walk across the tracks in the path of the oncoming train.

He was one of a large family of Mrs. Theres Barnhardt, RR 1, Petawawa.

Boy killed when hit by train

PEMBROKE (Special) A 15-year-old youth was killed when he was struck by a CP Rail train seven miles west of here.

Dwayne James Peter Barnhardt of RR 1, Petawawa, was hit . by the westbound passenger train about 7.15 p.m. Friday at the Biesenthal Road crossing in Petawawa Township. The Ontario Provincial Police are investigating.

Dwayne was the son of Mrs. Theresa Barnhardt.

(Monday 9/11/1970) Children Greet Santa

Santa came to town Saturday (7/11) to find thousands of Ottawa Children are still believers.

Santa flew in from the North Pole by helicopter to Vars, where he was greeted by about 2,000 children and a sprinkling of adults.

The children went to Vars on a special 19-car Canadian National Railway train that left Ottawa early Saturday to pick up Santa and escort him back to Ottawa.

At Ottawa Union Santa was welcomed by Acting mayor Claude Bennett, baton twirling Riderettes and the Governor General's Foot Guards band

Santa left the station to join the Santa Claus parade. Accompanying Santa in his sleigh was Miss Ottawa Rough Rider, Wendy Thomas.

More--

Didn't Hear Train - Survivor Testifies

A railroad sectionman who survived the Aug. 7 collision between a track motor car and a train near Brockville testified Monday he did not see or hear the train before it overtook the car, killing a foreman, and does not remember the collision.

In final evidence presented before a two-member panel of the Canadian transport commission, Francis W. Charland, 48, of Brockville, said he recalls looking behind the car to check for a high-speed Canadian National Railways passenger train the Rapido, bound for Montreal scheduled to run on the same track in a few minutes.

The next thing Mr. Charland recalls is waking up in a hospital bed Aug. 8, suffering injuries including a fractured skull. Killed in the crash was J. M. Arcand, also of Brockville.

21/11/1970 *Ottawa Journal**Alexandria*

Area CN Stations to Lose Agents.

Canadian National Railways has been given permission by the Canadian Transport Commission to remove agents from seven stations in Ontario and Quebec, it was announced Friday.

The points affected are St. Anne de Bellevue and Pointe Claire in Quebec and the Ontario stations in Maxville, Casselman, Vars, Renfrew and Eganville.

The commission noted that each station, as long as it is serviced by passenger trains shall be "kept clean, heated and lighted."

25/11/1970 *Eganville Leader**Eganville*

Railway News

The Canadian Transport Commission has approved part of a Canadian Pacific Railway application asking to abandon the company's branch line between Payne and Eganville, it was announced last Thursday.

CP rail originally asked to cease operations for the full 18.9 miles between the two points. The commission ordered only partial abandonment 9.5 miles between Douglas and Eganville when a Douglas business firm opposed complete cessation of service.

The commission said the branch line "is uneconomic and is likely to continue to be uneconomic."

25/11/1970 *Eganville Leader**Renfrew*

Local CN Station To Lose Agent

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18/12/1970 *Ottawa Journal**Brockville*

Will Continue To Use CPR Rail Link

SMITHS FALLS (Staff)4cN passenger trains from, Ottawa to Toronto will continue to use CP Rail's Smiths - Falls to Brockville line for another year, it was made known here Thursday.

CN officials said the lease is expected to be renewed before it expires Jan. 31, 1971.

At present time CN operates two daytime Ottawa-Toronto passenger trains daily on the CP Smiths Falls-Brockville line.

It also operates two night passenger trains on its own rail line which passes through here. If CN switched to its own line with its daylight trains the station here would be renovated to accommodate more passengers a company spokesman said.

23/12/1970 *Ottawa Journal**Montreal and Ottawa**Hammond*

Train Hits Car, Two Suffer Cuts

ROCKLAND (Special) capped serious injury Tuesday cap serious injury Tuesday a car-train collision near Hammond, 25 miles east of Ottawa.

Peter Ayotte, 23, of Merivale Road, and a passenger in his car at the Brenda McKelvey, also 23, RR 2 Hammond, both escaped with only minor cuts bruises when their car struck and dragged more 40 feet down the tracks by CPR passenger train.

Police said, Ayotte's car spun out of control at a crossing on Concession 10 near Hammond and skidded backwards into the path an eastbound Vancouver Montreal train.

The car, completely demolished in the accident, landed in a ditch on the north of the tracks.

Both occupants of the car suffered cuts to the face.

10 cars flip the rails- only 13 injured

By Bert Hill and Chris Vernell Citizen staff writers

Only two persons were detained in hospital following the derailment of the crack Canadian National Super Continental train, 20 miles west of Ottawa late Tuesday afternoon.

Ten cars left the track one flipped over on its side about a mile from the village of Dunrobin. The engine and another car stayed on the tracks. More than 500 yards of track was ripped apart or thrown out of alignment.

CNR police are investigating the accident. Its cause is undetermined but it is known that it started with the back wheels of the locomotive.

A CNR spokesman said today he doubted the rails were responsible for the pileup. They were laid less than three years ago a short time in the life of railway track.

It is expected to re-open the line to traffic travelling at reduced speeds by late Thursday night.

CP Rail tracks will be used until the cleanup is completed.

The CNR spokesman said estimates of damage have not yet been made, but added it would have been kept to a minimum because of deep snow which cushioned the impacts. Each passenger car is valued at \$250,000.

Thirteen persons received treatment for minor cuts and bruises at two Ottawa hospitals. Gordon Hamilton, 60, of Montreal, and Evelyn McPhail, 54, of Melville, Neb., were admitted to Civic Hospital. Mr. Hamilton suffered a wrenched back while Miss McPhail, who suffered a bump to her head, was held for observation.

The train was carrying 160 passengers.

House shook

Mrs. Frances Kavanagh, who lives a quarter-mile east of the straight stretch of road where the accident occurred, was preparing supper at the time of the derailment at 5.30 p.m.

Mrs. Kavanagh said she did not realize the train was off the rails until her son told her.

A passenger staggered into the house about 6 p.m., she said, having walked across the field. Later, two youths on a snowmobile brought train conductor Paul Machy over so he could telephone Ottawa for assistance.

Other snowmobilers brought injured people over to ambulances waiting by the house. Some of the injured were carried across by stretcher in the subzero weather.

A special three-car relief train arrived about 8.30 and returned to Ottawa with the weary, anxious passengers shortly after 11 p.m.

Conductor Machy said no one panicked in the confusion. Passengers were moved into an observation car and a parlor car to wait for rescuers.

At Ottawa Station, the passengers, many of whom had had nothing to eat since noon, were fed and bundled on special trains to continue their east-bound journey.

(See also page 17)

Supper time saves trains passengers

By Bert Hill Citizen staff writer

Supertime saved countless people from serious injury when the CNR's Super Continental jumped the tracks near Dunrobin Tuesday.

The only sleeping car No. 20 to flip over on its side in the derailment contained only two persons. The rest had gone to the diner at the first call

"I was standing with my hand on the door," said Francis Lemieux, 68, of Longlac, Ont., one of the 160 passengers.

"One moment I was standing upright, the next my head was on the floor. I'm never going to forget that.

"First I wanted to smash a window because I was afraid of gas, but then I discovered I was standing on the window."

Mr. Lemieux tried to reach a woman, the only other occupant of the badly damaged car, who was crying with pain from a shoulder injury. "But there was luggage and shoes and stuff all over the place and I got tangled in the curtains."

All the lights were out in the car, he said, but finally he helped her by pushing her out by her legs.

Ray Story of Scarborough said his greatest fear was that his car would derail. "We could hear the rails splitting, and in our car the berths were coming down. "

"Some people were injured in the washrooms or in between cars."

Everything flew

Glen Cheriton, travelling from Edmonton, said two tables broke loose in the dining car and cutlery and dishes flew off the tables.

Despite all the flying missiles, only one person, a steward, was hurt, while one of the waiters may have been scalded.

Two students, Ellen Hagenan, 21, and her brother Rob, 22, of Seattle, Wash., were on their way to Montreal to visit their parents.

Rob said the track was straight at the accident site and the train appeared to be moving at 35 miles an hour.

"It felt like it was braking badly. The shocks increased and then everything was thrown around in the dining car.

"It was quite exciting. I wouldn't have missed it for the world."

But for one passenger, who declined to identify himself, it was just another annoyance in a trip running behind schedule.

"There was a lot of shaking; we heard a lot of rumbling and then we waited for three hours to get out."

A relief train had brought the passengers to Ottawa from the accident site.

Supertime saves train's passengers (with photo)

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CNR SUPER CONTINENTAL DERAILED with picture

Eight cars of the 12-car Super Continental left the tracks near Dunrobin. Ont., 20 miles northwest of Ottawa, slightly injuring 15 persons. The passenger train, travelling east on the Vancouver-Montreal run derailed about 500 yards from the nearest road. Snowmobiles were used to carry the injured to ambulances after the early evening wreck. The eight cars which left the tracks came to rest in deep snow, about 20 feet from the rails. At the current Canadian Transport Commissions safety hearings, Chairman D. H. Jones criticized the CNR for the handling of safety procedures following the derailment.