

Local Railway Items from Area Papers - 1971

04/01/1971 *Brockville Recorder*

Kingston (CN)

Brockville

Engine Wrecks Tower, Gateman Severely Burned

A CNR gateman is in serious condition in St. Vincent de Paul hospital today suffering from second degree burns to 40 percent of his body as a result of an engine derailment at the Brockville CN station early Sunday.

Louis Philippe (Phil) Desmarais, 61, of 70 William street was tending the gate at the main CN crossing on Perth street in front of the CN station when one of two engines switching a caboose onto a freight train slipped off the tracks in front of his watchman's gatehouse and toppled the 20-foot high tower to the ground.

An oil stove in the gatehouse was upset by the force of the collision and the wooden building burst into fire. Flames engulfed the gateman and nearly took his life. Intensive Care

The near-tragic accident occurred about 1:30 a.m. Sunday.

Mr. Desmarais was rescued from the burning gatehouse by two other CN employees, Bruce Emberley and Leo Rousselle, but not before he had received extensive burns to his head, face, arms, hands, neck and thighs.

The injured gateman is under intensive care at St. Vincent de Paul hospital where he was taken by ambulance shortly after the accident. Hospital officials report Mr. Desmarais "resting comfortably".

Mr. Desmarais is a 27-year veteran employee with CN. He has been a gateman for the past two years. Sunday he was working the midnight to 8 a.m. shift.

The engine which was derailed was one of two pushing a caboose from a spur line onto the eastbound main line, to be added later to a freight train travelling from Montreal to Toronto.

Engineer Ernest Gibbs of Belleville, was at the controls when the derailment occurred.

The cause of the derailment is still under investigation. Earl Woito, track supervisor from Cornwall, told the Recorder and Times Sunday he believed one wheel of the derailed engine went off the track about 900 feet east of the watchman's gatehouse when "a sharp flange on the wheel split a switch".

When the engine approached the gatehouse with one wheel off the track, it hit a "frog", a switching spot in the rails about 40 feet east of the gatehouse and bounced off the track. The derailed engine was travelling in reverse and the front end swung over to strike the gatehouse and knocked it down.

The sound of the collision attracted the attention of railway men in the yard office and the alert action of Mr. Rousselle and Mr. Emberley save Mr. Desmarais' life. Firemen were on the scene minutes after the blaze broke out and put the fire in quick order.

City police closed vehicular traffic to the north and south of the railway station on Perth street. (sic)

The derailed engine came to rest just west of Perth street on the eastbound main track. It was removed from the track Sunday at 11:30 a.m., and taken to Montreal for examination. Eastbound traffic was not hindered by the stricken engine, being re-routed past the station on the westbound track.

Mr. Emberley of Lyn, a railway fireman had just completed a shift and was getting ready to go home. He described his part in the rescue of Mr. Desmarais: 'I had just come in from Montreal on the freight train and was putting my gear away in the yard office. From inside, we heard a bang but thought someone had "coupled up" hard.

"We paid no attention to it for a minute, then we went out and saw the tower on fire and heard a fellow hollering from inside."

He described the flames from the burning tower as "intense".

He said "it went up like a tinder box".

Mr. Emberley and Mr. Rousselle, who was the engine crew dispatcher on duty in the yard office, rushed to the tower and pulled Mr. Desmarais from the flames.

"I had heavy clothes on and the flames didn't bother me too much. Desmarais was groping his way out of the tower when we reached in from the outside and pulled him out.

"We threw him on the ground and I took my coat off and put it over him. The coat and snow we threw on him put the flames out".

A third CN employee, Roy Smallett, the on-duty operator, assisted in removing the injured man to the waiting room at the station before he was taken to hospital by ambulance.

Photo Captions

Toppled Gatehouse – Fireman inspect the charred remains of the watchman's gatehouse at the CN crossing on Perth street which burst into flames early Sunday when hit by a derailed engine. The burning building nearly took the life of the watchman in the gatehouse, Louis Philippe Desmarais, 61, of Brockville. The 20-foot high gatehouse was set ablaze by an oil stove which was upset when the gatehouse was struck by a derailed engine switching a caboose onto a freight train. Mr. Desmarais was dragged from the burning gatehouse by two fellow employees, Bruce Emberley and Leo Rousselle, but not before he received extensive second degree burns to about 40 per cent of his body. Later, wreckage of the gatehouse was bull-dozed into a corner of the parking lot, for later removal.

Louis Philippe Desmarais is shown here on the floor of the waiting room at the CN station following his rescue from his burning gatehouse early Sunday. The 61-year-old gateman received second degree burns to his head, face, neck, arms, hands and thighs before he was rescued by fellow employees Bruce Emberley and Leo Rousselle. Mr. Rousselle can be seen in the background looking on while ambulance attendants, in white pants and Roy Smallett, another CN employee who assisted in removing Mr. Desmarais to the waiting room, tend the injured man before his removal to St. Vincent de Paul hospital. Hospital officials report Mr. Desmarais 'resting comfortably' today.

Louis Philippe Desmarais
Side Bar

Fire Awakened Photographer

04/01/1971 *Brockville Recorder*

Kingston (CN)

Brockville

From a cutline under the photo of Engine 5206 which has its rear end slung up by the big hook.

DERAILED ENGINE - Derailed CN engine No. 5206 is shown here being lifted back onto the rails Sunday morning, several hours after it went off the tracks in front of the gatehouse at the Perth street crossing. The collision upset an oil stove in the gatehouse and the wooden gatehouse burst into flames, almost taking the life of the gateman. Louis Philippe Desmarais received second degree burns to 40 per cent of his body. He is in St. Vincent de Paul hospital. The derailed engine was moved to Montreal for inspection. Cause of the derailment has not been determined but a track supervisor said Sunday one wheel of the engine went off the track 900 feet east of the gatehouse and when the engine hit a frog in front of the gatehouse it bounced off the track and hit the gatehouse.

04/01/1971 *Windsor Star*

Kingston (CN)

Brockville

Engine mishap hurts watchman

BROCKVILLE, Ont. (CP) An engine jumped the track at a Canadian National Railway crossing Sunday, toppled a watchman's gatehouse which caught fire from an upset oil stove and injured the watchman.

Louis Philip Desmarais, 62, of Brockville, was dragged out of the building by fellow employees and taken to hospital with second-degree burns.

The yard engine had been switching a caboose onto a freight train when the engine struck the watchtower.

Train Demolishes Car at Crossing PERTH

(Special) A westbound CPR freight train completely demolished a car driven by Ron Lauzon after the auto stalled on a crossing three miles west of here Friday. Mr. Lauzon of RR 4, Perth, ran along the side of the tracks and attempted to flag the train down, but it was unable to stop in time. Perth OPP investigated.

Swift reaction to plant closure

Lumber blockade

MANIWAKI Maniwaki residents will protest Thursday the announced closing of their main industry by blocking all shipments of lumber out of the city. Directors of the Societe Generale de Financement, which owns Sogefore Ltd., announced over the weekend they are closing their three wood product plants, including the one in Maniwaki, -on March 5.

The Maniwaki veneer-making operation employs about 170 full-time workers and 200 part-time woodcutters, for a total annual payroll of about \$800,000. It is the community's only large industry.

About 200 members of the Maniwaki Citizens' Committee decided Sunday to attract public attention to the city's plight by halting lumber shipments and by a street demonstration.

The group is taking its lead from residents of Papineau, Que., who undertook similar measures last year when faced with a similar situation.

Dr. Claude Lauriault, chairman of the citizens' group, said today residents will block the exit of lumber-carrying trains and other vehicles as of Thursday morning.

Sale of Maniwaki veneer plant to American company expected

MANIWAKI (Staff) Louis-Phillipe Desrosiers, Sogefor vice-president, is expected in Maniwaki this evening to make an announcement concerning the future of the Maniwaki veneer plant, due to be closed Mar. 5.

Reliable sources indicate that the sale of the plant to an American company is nearly certain and this will be the gist of Mr. Desrosier's announcement. Two American lumber companies and one Canadian company are known to be interested in the plant. If it is sold it will not be closed.

About 25 Maniwaki residents trudged down to the CPR station here this morning in a heavy snowfall to sit on the tracks in front of a train which won't be leaving for several days.

They were the vanguard of a contingent of about 100 men expected to demonstrate at the station this morning and the rest of this week to protest the March 5 scheduled closing of the town's only industry, Sogefor Ltd., a veneer manufacturing plant.

The men intend to stop loading of logs by the Canadian International Paper Company onto CPR trains. However, the stationmaster said no logs will be loaded for several days because no trains are expected.

Leaders of the protest say the men will remain at the station until the situation changes for the better.

About 75 residents blockaded Maniwaki's train station Thursday to protest the plant closing. They hoped to stop lumber shipments but none were made and the demonstration turned into a discussion session around an outdoor bonfire.

The residents are awaiting developments before resuming the blockade.

Freight Train Derailed

A Canadian National Railways freight train was derailed east of the Long Sault Station Friday when 23 cars, carrying steel bars, were forced off the tracks. No one was injured. Cause of the derailment has not been released by CNR.

Engineer Ernest Jackson of Brockville said the Toronto-Montreal train was travelling about 55 miles an hour at the time. Six cars remained on the tracks.

About 400 feet of eastbound track was demolished. Passenger service has been disrupted and CNR is providing bus service from Cornwall to Toronto while work crews repair the track.

Toronto! - Montreal passenger trains are being diverted at Brockville to Smiths Falls and from there will take a Canadian Pacific Railways line to Montreal.

Derailment confusion. Travellers irked by delay

Major re-routings of Canadian National mainline trains Friday afternoon brought howls of protest from passengers stranded at stations in Smiths Falls and Ottawa.

"They gave us no meal money, not even a coffee. I paid three dollars for celery, potato salad and chicken salad," said an Ottawa-bound passenger who had been delayed two hours in Smiths Falls.

The derailment of a freight train at Long Sault Friday afternoon cut both east and westbound tracks from Toronto to Montreal. One track was to be reopened by this morning. The re-routings meant some Ottawa-Toronto passenger service was disrupted or cancelled.

The 4.50 p.m. Toronto-Ottawa train, due here at 10.10, arrived after 1.30 a.m. The train had been put on a siding in Smiths Falls while Toronto-to-Montreal trains were cleared.

A CN spokesman in Ottawa said the problem was essentially that Montreal to Ottawa to Smiths Falls is single-line-track trying to replace the double-tracked main line.

CN adjustments meant delays, he said. The railway also consolidated some passenger trains from Ottawa to Toronto, causing delays up to six hours.

The passenger said his train had been put on a siding in Smiths Falls and passengers were given no idea when the train would move. They were told only that five trains had priority over them, he said.

He said passengers were given no meal money and were not offered alternate transportation to Ottawa. He said 30 persons left for Ottawa by taxi rather than wait. He suggested the indifference shown by the CNR was in marked contrast to the policies of airlines.

Cutbacks blamed

Another passenger in Smiths Falls, who had spent six hours waiting for his train to Toronto, added: "If I didn't know better I'd say it was a cleverly contrived plot to alienate the public from railways."

The CNR operates its own track from Montreal to Smiths Falls via Ottawa and has an agreement with the CPR to run trains from Smiths Falls to Brockville.

The CNR also has a track from Smiths Falls to Napanee where it rejoins the main line. However, use of this line meant more delays as crack passenger trains such as the Turbo and Rapido could not run at maximum speeds.

Would-be passengers blamed railway cutbacks for lack of manpower to co-ordinate trains in the emergency situation. Passengers calling from Smiths Falls said there was no operator in the Canadian National station there to advise them when trains were due.

And no one at the CP Rail station could advise them of the situation.

Similarly, there is no operator between Napanee and Ottawa and the CNR was at a loss to account for the progress or lack of progress of various trains.

A CN spokesman in Ottawa said last night no chances could be taken because of safety considerations in co-ordinating the trains.

That was little consolation to the more than 200 passengers stranded in Smiths Falls.

23/01/1971 Ottawa Citizen

Alexandria

Casselman

Car collides with train; man killed

CASSELMAN (Special) A 69-year-old man died following a car-train accident here Friday morning after his car was dragged 50 feet along the right of way. Damien Clement of Casselman was pronounced dead on arrival at Ottawa General Hospital.

Mr. Clement was driving north on Cartier Street when his car was struck by a westbound Montreal-to-Ottawa freight. The 87-car freight was traveling 52 miles per hour. Conductor Anatole Rousson of Ottawa told police.

Police said all signals and warning devices were working and they could not readily account for the car striking the train. The fatality was the second at the crossing in two years.

From the Ottawa Journal same date

Level Crossing Crash Kills Casselman Man

CASSELMAN (Staff) A 69-year-old Casselman man was killed Friday when his car was struck by a CNR freight train,

Dead is Damien Clement

The accident occurred; at a railway crossing in the village Reports from the scene indicate the rear portion of the car was struck as the vehicle was clearing the tracks.

30/01/1971 Ottawa Citizen

Beachburg

Dunrobin

CN must Shape up

By The Canadian Press

The Canadian transport commission laced into Canadian National Railways Friday for its handling of safety procedures following a passenger train derailment last month.

Commission chairman D. H. Jones said he was "gravely concerned" about the unclear lines of authority and responsibility in the company that were evident following a derailment of the Super Continental near Dunrobin Dec. 29.

He called on CNR to clarify "the responsibility and authority of officers of the company who have direct concern in dealing with accidents."

A commission investigation had shown that the accident occurred at 5.30 p.m. about 25 miles west of Ottawa. The relief train did not arrive at the scene until 9 p.m.

Further, the investigation showed, "the first call for an ambulance to treat injured people was received at 7 p.m. from a man who lived along the railway track."

During the commission's special inquiry into railway safety, it had asked both CNR and CP Rail to explain procedures followed when accidents took place, Mr. Jones said.

"We have been reassured by CP. But we regret to say we are not reassured by CN."

The commission considered the matter "so urgent and so serious" that it decided to convey its observations to the company, Mr. Jones told the special inquiry.

Mr. Jones said he was "not at all clear" how that function was carried out by CNR.

Earlier in the inquiry, Commissioner J. W. Woodard asked CN's transportation chief Charles Armstrong why there had been the long delay in dealing with the Dunrobin derailment.

"I can see a possible delay of two hours. But that certainly doesn't justify three hours and a half to go 24 miles with a relief train that consisted of a locomotive and a couple of coaches," Mr. Woodard said.

Mr. Armstrong said all the details of the accident are still not known by CNR.

"I am not going to accuse you of being evasive, but it seems to me that this accident occurred a month ago and you don't seem to have as much information about it right now as we do," replied Mr. Woodard.

06/02/1971 Ottawa Journal

Kingston (CN)

Maitland

Edwardsburg Starch Co. began manufacturing starch at Cardinal in 1865, and Brockville Chemical and Super-phosphate Co. began making superphosphate fertilizer in 1869.

08/02/1971 Ottawa Citizen

Lachute

Hull

City man unconscious from car-train crash

A 70-year-old Ottawa man remains unconscious and in critical condition in Ottawa General Hospital today following a car-train collision in Hull Saturday.

Pierre Proulx of 22 Murray St., was a passenger in a car which collided with a train at the Mont Claire Street level crossing at 6.30 p.m. Saturday.

Mr. Proulx suffered a fractured skull.

Police said the driver of the car walked away from the accident and has not yet been located. The car, which bore Quebec licence plates, was demolished.

From the Ottawa Journal same date

Car, train, collide; man hurt

An Ottawa man is in hospital, in critical condition after the car in which he was a passenger was struck by a passenger train in Hull Sunday.

In Ottawa General Hospital with head injuries is Pierre Proulx, 70, of 22 Murray Street.

Constable Paul Delorme, Hull Police said the driver of the car left the scene after the collision. Police are trying to locate the driver.

Constable Delorme said the CPR train for Montreal was travelling about 10 miles per hour when it struck the eastbound car at the Montclair Avenue crossing about 6.30 p.m.

The train struck the passenger side of the car. The car was dragged 30 feet along the track.

09/02/1971 Ottawa Journal

Lachute

Hull

Hull Police Seek Man After Crash

Hull police are searching for a man for questioning in connection with a train-car accident Sunday.

Police are looking for Rheel Proulx, 29, of no fixed address.

They began their search Sunday after a car and train collided at the Montclair Avenue CPR crossing sending Pierre Proulx, 70, of 22 Murray Street, Ottawa, to Ottawa General Hospital with severe head injuries.

Mr. Proulx was a passenger in the car.

Police said the car's driver ran from the accident scene.

16/02/1971 Ottawa Journal

Chalk River

Petawawa

Killed By Train

PETAWAWA (Staff)-A Petawawa soldier was killed this morning when his car was struck by a Westbound CPR freight train at Montgomery Crossing, a mile west of Petawawa Village.

The car was carried a distance of only 50 feet before being thrown to the top of a snow bank at the north side of the track.

The soldier had turned off Highway 17 to go over the unprotected level crossing to Canadian Medical Supply Depot where he was employed.

OPP have identified the victim as Cpl. Francis David Alexander, 34, of Fredericton, NB.

Six Cars Of Train Derailed

An ice build-up and drifting snow from the weekend storm has been blamed for the derailment early today of a freight train on the Walkley rail line, near Russell Road. There were no injuries. Six cars of a CNR freight train, departing the Walkley marshalling - yards, left the tracks at 2.35 a.m. A CN spokesman said the derailment would cause few problems for other rail traffic and other trains are currently being rerouted around it. Repair crews from Montreal had put four cars back on the rails by noon today and a CN spokesman said the track should be cleared by evening. The spokesman said there would be an investigation to determine why the snow built up at that particular point.

16/02/1971 *Ottawa Citizen**Alexandria**Russell Road*

Train derailed, snow, ice blamed

Drifting snow and an accumulation of ice on Canadian National Railway tracks near Russell Road may have caused a six-car derailment early today. A CN spokesman said the six cars, part of an eastbound freight train leaving the company's Walkley Road marshalling yards, left the tracks shortly after 2.30 a.m.

He said the derailment caused few problems because there are alternate tracks which have been used by other rains since the accident

"But we are trying to determine exactly why the snow built up at that point" he said, adding that the ice could possibly have caused a switching junction to jam.

An investigation is continuing.

Repair crews from Montreal have successfully rerailed four cars by noon today, and the line was expected to be cleared by early this evening.

Officials said there were no injuries in the low speed mishap.

Ottawa Journal same date

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17/02/1971 *Ottawa Journal**Walkley Line*

BLAME IT ON THE STORM

An ice build-up and snow drifts from last weekend's 22-inch snowfall have been blamed for the derailment early Tuesday of six cars of a CN freight train in Ottawa's south end. Rail traffic was re-routed around the site on the Walkley Line near Russell Road and repair crews from Montreal, seen here at work, had the cars back on the rails by evening. (Journal Photo by Dominion Wlot)

17/02/1971 *Ottawa Citizen**Montreal and Ottawa**Hull Beamer*

FOR SALE

The abandoned Hull Beamer station and adjacent shed on St. Redempteur Street in Hull. The buildings are to be removed and the site left in a neat and tidy condition. Please address tenders to:

MR. W. C. TRIPP

Division Engineer

Canadian Pacific

Railway Company

Smiths Falls

Ontario

on or before March 1, 1971 N206P

23/02/1971 *Ottawa Journal**Chalk River**Dominion Magnesium*

Man, 70 Hurt In Snowmobile, Train Collision

RENFREW (Special) A 70-year-old man escaped with minor injuries Monday when his snowmobile collided with a freight train.

Ovila Giroux of RR 1, Haley in the Renfrew area was treated at Renfrew Victoria Hospital for a leg injury.

The CPR train was going on a spur line into the Dominion Magnesium plant at Haley The engine caught the back of. the snowmobile and it flipped over on top of the man.

08/03/1971 *Ottawa Citizen**Montreal and Ottawa**McAlpine*

Plow train drags Galt man to death

VANKLEEK HILL (Special) A Galt supermarket employee, engaged to be married in July, died Saturday after the car he was driving was pushed a mile by a plow-train clearing snow from the Canadian Pacific Railway line at MacAlpine, three miles northwest of here.

Gilles Lalonde, 21, was visiting his parents, Mr., and Mrs. Wilfred Lalonde of Alfred for the weekend and was on his way to pick up his fiance in Hawkesbury when the accident occurred about 1.20 p.m.

The crossing where Mr. Lalonde's car was struck by the train has no warning flashers. Motorists are forced to nose their vehicles onto the tracks to check for trains as snowbanks at the crossing are eight to 10 feet high.

An Ottawa woman died after her car was struck by a train at the same crossing a year ago.

Train engineer Jacques Fortin told police he could only see waves of snow flared up from the plow. He said the train crew felt a dull thud and decided to stop a mile down the track to investigate.

Police said the train was travelling 40 m.p.h. at the time of the accident

Police coroner Dr. Royal Kirby, and the victim's father were carried by snowmobile to where the train stopped.

An inquest is pending.

From the Ottawa Journal same date

Train Kills Driver

VANKLEEK HILL (Special) Gilles Lalonde, 21, of McAlpir Road, Vankleek Hill, was killed instantly about 2.30 p.m. Saturday when a CPR railway snow-plow struck his stalled car on a crossing about three and half miles north of here on McAlpin Road.

The snowplow powered by a diesel locomotive, was proceeding east toward Montreal.

Weather conditions at the time were clear.

A woman driver was killed at the same crossing about a year ago.

The crossing is not marked by an automatic warning signal or wig-wag.

OPP Hawkesbury detachment personnel are investigating. Coroner Dr. Royal Kirby will decide if an inquest is to be held.

Snowfall too much for train

A Montreal-bound CNR passenger train was stuck for eight hours Tuesday in 10-foot snow drifts just east of the Quebec border.

The train left Ottawa at 7.40 a.m. and finally completed its journey over CP Rail tracks after leaving Ottawa at 9 p.m. In attempts to free the train near De Beaujeu, Que., two engines were derailed.

The seven-car train was finally freed and pulled back to Ottawa. Food for the estimated 100 passengers was put on at Alexandria.

The train arrived in Ottawa at about 8 p.m. where most of the passengers left the train. Some passengers continued to Montreal.

The stuck train forced the cancellation of two afternoon passenger trains to Montreal and the Supercontinental was rerouted on CP Rail tracks.

CN officials said the CP route through Bourget, Plantagenet and Vankleek Hill made the trains about an hour late. The CN track was to be cleared today for normal service.

Ottawa Journal same date

Drifts Stop Train, 100 Stranded

Some 100 passengers that left Ottawa for Montreal Tuesday were stranded for eight hours as their seven-car train was bogged down in massive snowdrifts. But emergency units were sent out and the group was back at the station by 8 p.m.

No one was injured and CNR officials said heat was kept on in the trains during the ordeal. The train hit snowdrifts near Coteau, Que., some 65 miles from Ottawa.

Other trains going to Montreal were re-routed on Canadian Pacific lines. CNR officials expect to have the line cleared today. Food was brought out to the train in Alexandria.

Caption to photo

SNOWDRIFT SPECIAL

CNR train No. 30 plowed into massive snowdrifts in a futile attempt to reach Montreal Tuesday. It became bogged down near Coteau, some 65 miles from here. No one was injured and emergency units were sent out to haul the cars back home. After being stranded eight hours, the 100 passengers returned home Tuesday evening. Some got aboard another train which took a Canadian Pacific line to Montreal. CN hoped to have its line cleared today.

(Journal Photo by Dominion Wide)

23/03/1971 *Ottawa Citizen**Beachburg**Dunrobin*

Train crash aid delay blamed on information

By The Canadian Press

Fragmentary information from the scene of a train derailment at Dunrobin, Ont., last Dec. 29 helped delay dispatch of a relief train to the accident, the Canadian transport commission was told today.

K. E. Hunt, vice-president of transportation and maintenance for CNR said:

"Too much reliance was placed on fragmentary reports at the early stage. We expect better than this from our people."

About nine cars on a CNR passenger train were derailed at Dunrobin, 23 miles west of Ottawa. The derailment led to only minor injuries.

The CNR vice-president placed no blame on the train crew.

23/03/1971 *Ottawa Citizen**Kingston (CP)**Tichborne*

Wildlife movement may be fast, furious

TICHBORNE Wildlife in this swampy area near Sharbot Lake could become fast moving . . . that is if laxative has the same effect on game as it does on humans.

Thousands of gallons of milk of magnesia were spilled from a tank car following a derailment of a CP Rail freight train Monday near this village about 30 miles north of Kingston.

The Ontario Water Resources Commission is investigating whether the laxative would affect wildlife.

23/03/1971 *Ottawa Journal**Belleville**Tichborne*

A Laxative Lagoon

TICHBORNE, Ont. (CP) Service was expected to be regular again today on the CP Rail line through here following a derailment Monday that dumped thousands of gallons of laxative near a swampy area.

The Ontario Water Resources Commission was investigating whether the milk of magnesia would affect wildlife In the area, 30 miles north of Kingston.

14/04/1971 *Ottawa Journal**Beachburg**Greenbank Road*

JUMPED THE TRACKS

Six cars of an Ottawa-bound freight train jumped the tracks on the CNR's main line near the Greenbank Road crossing around 7.20 a.m. today. No one was injured in the mishap, which saw four of the cars land on their sides. A CN spokesman said the tracks should be clear later this afternoon. Cause of the accident is under investigation.

(Journal Photo by Dominion Wide)

15/04/1971 *Ottawa Citizen**Montreal and Ottawa**Pendleton*

Truck stalls on track, driver killed

HAWKESBURY (Special) A Pendleton man was killed Wednesday when his pickup truck was struck by, a CPR train at a crossing two miles north of Pendleton.

Ludger Groulx, 38, was thrown into a ditch by the collision which occurred at 3.30 p.m. at County road 19.

Hawkesbury Provincial Police said the truck was stalled at the crossing. Train engineer Samuel Thompson of Ottawa saw the truck and attempted to brake.

Mail Car Makes Last Run

By BOB AVERY

It always seemed when a train hit a skunk it was the clerk in the mail car that got the worst of it.

That is what Dave Calderwood remembers about his 11 years as a clerk on the mail cars.

But it won't happen any more. At 6.35 a.m. Saturday the last mail car made the run to Ottawa station. The 15 clerks that used to work the cars will go to work at the main Ottawa post office and an era that began in 1854 will be gone.

A general decline in train service has led to the demise of the mail car.

But with the leaving of the mail cars a piece of old Canada has been sliced from the country.

"When we came into small towns it was a real event," said Mr. Calderwood.

The mail was sorted on the train and people followed the train to the local post office to pick up their mail, he recalls. Now what mail is carried by train will be confined to baggage cars.

"But the worst part was that the mail car was right behind the engine," explained Mr. Calderwood. "And with those steam engines we would be dirtier than the firemen."

And there was the skunk problem.

"We hit a lot of skunks in those days and it seemed that whenever we did it was always the mail car that suffered the most," he said.

But despite the aromatic problems, Mr. Calderwood said the clerks are sad to see the demise of the mail cars, adding the men would rather stay on the trains than go to the post office. "But I guess things change," said the former mail clerk.

26/04/1971 *Ottawa Citizen**Smiths Falls*

Picture shows a mail truck loaded with bags of mail, and staffers with signs denoting end of an era, and titled: 'A mail bag and the end of an era'

Railway mail clerks hold impromptu ceremony to mark end of mail trains.

The mail train doesn't stop here any more.

By Matt Hart Citizen staff writer

Most post offices don't sway, bounce, lurch, jerk or scream around curves. In fact, most just sit there like a good post office should.

So it wasn't always that way. At one time, the best training for a certain type of mail clerk was trying to sort letters while jumping up and down on a trampoline being dragged over a rough road.

Sound rather hairy? It was.

But those were the sort of conditions that coloured the daily existence of an elite band known as railway mail clerks.

As late as 1952, the post office operated 177 rolling post offices across Canada, employing 1,368 clerks. It was the clerks' task to sort mail en route between various points.

And the problem? When the train lurches, so does the sorting rack nailed to the floor.

But the clerks were the envied few. Their exams were tougher than those of the regular mail clerks. They were the "crème de la crème", if you will, as opposed to the skim milk that stayed behind.

Alas, no longer.

The post office has decided to eliminate the service for economic reasons, and the palace guard will be going on duty in the stables.

At 6:35 a.m. Saturday, April 24th, 1971, the last mobile unit rolled into Ottawa Station from Toronto, and tossed out its mail, its clerks and 117 years' worth of nostalgia.

What the clerks will miss most is the relative absence of supervision on the runs. Sure, there were the occasional inspections, but, you know, when one has friends in the main office . . .

And where else would one find mail clerks setting their tables with linen and exquisite silver? Or carrying attache cases with the ingredients for martinis and singapore slings? Not at the corner of Alta Vista Drive and Industrial Avenue, that's for sure.

And that's where the 13 clerks from the Toronto-Ottawa run will be working from now on.

And the nicknames! Holy Zappata! Most you couldn't print. A mild example name for the train between Halifax, Bridgewater and Yarmouth --known fondly as "Hellish, Slow and Wobbly."

But that's finished for good now. The mail service may still be hellish and slow, but it won't be wobbly.

18/05/1971 *Ottawa Citizen**Beachburg*

CNR Line Blocked 12 Hours

Pembroke (Special) A railway derailment injured an Ottawa man and blocked the CNR main line for 14 hours Monday

Russell Edgely, believed to be from Ottawa, suffered cuts and bruises as the caboose in which he was riding along with three other cars went off the rails near Brent. 50 miles west of here.

The caboose rolled down an embankment injuring Mr. Edgely, who is in good condition in hospital here and Fred White of Pembroke who was treated and released.

The noon hour incident involving an express train which carries no passengers closed the line between Ottawa and North Bay until about 2 a.m. today and all traffic was routed over the CP rail lines.

01/06/1971 *Ottawa Citizen**Alexandria*

Air-line style meals on trains to Montreal

By The Canadian Press

Canadian National Railways is introducing air-line style meal service today on Ottawa-Montreal trains.

J. W. G. Macdougall, CNR executive vice-president, says the new method is designed to provide meals more cheaply than the old dining-car service which was discontinued in February.

The railway dropped the dining car service because losses amounted to about \$300,000 annually.

Protests in Parliament and by train passengers prompted the railway to try the new approach.

CNR officials Monday shepherded a group of reporters, photographers and other guests through a cafe-bar lounge car featuring a take-out service for coach passengers and a club galley car which has air-line type reclining seats and trays for first-class passengers.

The two cars will be used on the morning and evening Ottawa-Montreal trains. The cars are old CNR units renovated at railway shops in Winnipeg and Montreal.

Alexander Olynyk, CN's general manager of passenger sales, says the method may be used on other short-run inter-city trains if it proves successful.

But it would not prove practical on long-run or transcontinental trains as too many meals would have to be stored.

Only one type of meal will be available each day. Cost of the meal will be included in the galley club car fare.

The railway employed 10 people to operate the old dining cars while only two will be needed for the club galley car. The new car has 38 seats compared with 10 in the old dining car.

All meals are pre-cooked but not frozen. They are heated in a small kitchen in the club galley car.

Fire Destroys Jasper Station

SMITHS FALLS (Staff) Fire of unknown origin destroyed CP Rail's 111-year-old Jasper railway station early today. The one-storey frame building building a landmark on the company's Brockville to Smiths Falls line was built in 1860. It had been closed since May of 1969. Company officials said the loss today would run around \$1,000.

Note - This may actually be the second station at Jasper, the first is believed burned in 1871.

Both Feet Severed By Train

SMITHS FALLS (Staff) A 65-year-old Toronto man is in serious condition in St. Francis Hosnital today after having both feet severed by a train on the northern outskirts of Smiths Falls.

Police said Harold Thompson of Indian Grove Avenue believed to be a transient claims to have lain beside CP tracks for four hours before being discovered early this morning by a westbound train crew.

The man was found near the North End overpass wneere CP railway lines cross over the CN tracks.

Super train coach tests at 120 mph successful

MONTREAL (CP) First tests of a prototype coach of a projected 120-mile-an-hour aluminum passenger supertrain were "very successful," engineers for MLVV Industries Limited say.

The coach is the first phase of the LRC Light, Rapid, Comfortable a two-locomotive high-speed train which engineers say could be operating on a Montreal-Toronto run by 1973.

The first of two locomotives for the project, a joint venture of Alcan of Montreal, Dominion Foundries and Steel Limited of Hamilton and MLVV Industries Limited, a division of MLW-Worthington of Montreal is to start tests in February., 1972.

William Bailey, an Alcan engineer who originated the project in 1967, said in an interview Thursday that the lighter, faster and more stable LRC would substantially reduce inter-city schedules without necessitating new track structures.

It could shave the Montreal-Toronto run to three hours. Current passenger trains take five hours for the 380-mile trip while the Canadian National Railway's crack but trouble-ridden Turbo made the trip in four hours before mechanical problems took it off the tracks again in January.

"It's ideally suited for short inter-city runs like that.", Mr. Bailey said, "but the design is flexible enough for adaptation to longer hauls."

While both CP Rail and the CNR have expressed interest in the train, no firm orders have been placed, Mr. Bailey said.

The train's high performance would result from low air resistance because of its over-all low profile, low centre of gravity, low rolling resistance and low weight through the use of aluminum.

One of the key features is a banking mechanism in the train's suspension system which tilts the coach to straighten out curves and permit speeds 40 per cent faster than in conventional trains.

The coach's interior is soundproofed, fully air-conditioned, slightly pressurized, electrically heated and furnished with seats contoured to the shape of the body. The federal Industry department is paying half the project's cost through its program for the advancement of industrial technology.

Pair ride 600 miles locked in mail car

PEMBROKE (Staff) young couple rode in from the west locked in a mail car on a CNR transcontinental train Sunday night.

The 20-year-old man from Folyette and. 17-year-old girl from Peterbell were released by Pembroke police after attracting attention of railway employees at Pembroke Junction by pounding on the mail car door.

Pembroke Police Chief Bert Dickie did not reveal their names.

The couple boarded the car while the train was being made up at Hornepayne, 600 miles northwest of Pembroke. The car door was later sealed.

Chief. Dickie said the travellers were in good condition

He did not know how they in tended to return to their homes.

Area girl injured in fall from RR trestle

PLANTAGENET - A 19 year-old girl is in satisfactory condition in Ottawa General Hospital after falling 27 feet from a railway trestle.

Lellionne Pilon, of Alfred. Ont., was crossing the CP Rail trestle over the South Nation River with two companions and their minibikes. Saturday when trapped by a Montreal-bound train.

Miss Pilon and Denis Sauve, 23, also of Alfred, could not get across the trestle. They tried to lean over a safety railing, but the train caught the motorbikes, throwing them off-balance and from the trestle.

Miss Pilon received six fractured ribs and internal injuries. Sauve, taken to the Smith Clinic here, is recovering from minor cuts and shock.

Marcel Gagne of Alfred managed to scramble clear of the trestle.

Ontario Provincial Police at Hawkesbury investigated the accident.

PLANTAGENET A 19-year-old girl is in satisfactory condition in hospital, after falling 27 feet from a railway trestle. Lellionne Pilon, of Alfred, was crossing the CP Rail trestle over the South Nation River with two companions and their minibikes on Saturday, when they were trapped by a Montreal-bound train. Miss Pilon and Denis Sauve, 23, also of Alfred, could not get across the trestle. They tried to lean over a safety railing, but the train caught the minibikes, throwing them off balance and from the trestle. Marcel Gagne of Alfred managed to cross the trestle before the train passed.

Full page item. Bytown Railway Society activities

06/10/1971 Ottawa Citizen

Kingston (CN)

New train impressive

J. W. Pickersgill, president of the Canadian transport commission, said his first look at a prototype passenger railway car designed for high speed travel" between cities has given him "a lot of hope."

But he advised the developers Tuesday to "try and get the bugs out of it before they try it on the public."

The coach is part of a new LRC train for lightweight, rapid and comfortable being developed by Alcan Canada Products, Dominion Foundries and Steel Limited, Dofasto and NLW [sic] Industries.

The federal trade department is sharing half the estimated development cost of \$2.5 million through its program for the advancement of industrial technology.

Faster curves

One of the train's main features will be a hydraulic banking system designed to take passengers comfortably through curves at speeds 25 to 45 per cent faster than now is possible with conventional equipment.

When completed, the train - designed as a push-pull unit with a locomotive at each end and up to 12 passenger coaches is expected to operate at 120 m.p.h. over existing tracks. The aim is to have it competitive with air travel between cities when factors such as service frequency and convenience are considered.

Harold Corrigan, president of Alcan Canada Products, said the train will be able to operate between Montreal and Toronto in three hours, 20 minutes.

26/10/1971 Ottawa Citizen

Montreal and Ottawa

Father, son hurt as car hits train

A Navan man and his son were seriously injured Monday when their car collided with a train on Anderson Road about a mile south of Blackburn Hamlet.

Roger Meloche, 32, is in serious condition at Ottawa General Hospital with multiple injuries. His son, Francois, 10, is in fair condition with multiple injuries and facial fractures.

The Meloche station wagon was proceeding north on Anderson Road when it struck the first engine of a Montreal-bound Canadian Pacific passenger train at 6.30 p.m.,

None of the passengers in the six-car, two-diesel train was injured.

Damage to the lead diesel immobilized the train for more than an hour until another unit was brought in to replace it.

Gloucester police report it was raining at the time of the accident, but that visibility was good. The level crossing is marked by a sign, but there are no signal lights.

In the Ottawa Citizen 28 October

Navan man still on critical list after collision

A Navan man remains in critical condition in General Hospital today following a car-train crash on Anderson Road Monday night.

Roger Meloche, 32, and his son Francois, 10, were northbound when their car collided with an eastbound CPR train at the level crossing.

The boy is in satisfactory condition.

29/10/1971 Ottawa Citizen

Alexandria

You can ride the Santa train FREE

...get your tickets tomorrow 9:30 A.M. at Freiman's Downtown Only

05/11/1971 Ottawa Citizen

Alexandria

Santa arrives tomorrow directly from the North Pole by helicopter and special Santa Train

Freiman's Santa Train Special leaves Ottawa tomorrow at 8.05 a.m. to meet Santa Claus' helicopter end to bring him right to the Ottawa Train Station.

08/11/1971 Ottawa Journal

Alexandria

(Monday 8/11/1971) Santa arrives by train

Santa Claus

That's what it was all about Saturday when the jolly man in red ho-ho-hoed his way to Ottawa

Some 2,000 children and adults boarded the special Santa express and rode to vars to meet his helicopter when it landed from the North Pole.

Santa then rode back on the train and received a royal welcome at the station

Controller Pierre Benoit welcomed Santa on behalf of the City of Ottawa. Music and dancing clowns added to the festivities.

Santa then took part in a parade through downtown Ottawa to Freiman's Toyland.

Santa will be in town until Dec 25.

10/11/1971 Ottawa Citizen

Alexandria

Ottawa New

Elephants and camels take to Ottawa streets

No, you weren't seeing things. Those really were elephants walking down Bank Street Tuesday afternoon.

They were part of a caravan of about 60 animals from Ringling Brothers-Barnum and Bailey Circus. They left Ottawa train station at 2.30 p.m. headed for the Civic Centre to perform for the next four days.

25/11/1971 Chesterville Record

Kingston (CN)

Ingleside

Ingleside CNR station getting the axe.

INGLESIDE.- Demolition work has started on the four-year old C.N. station here, which has been boarded up and idle for several years.

The railway station was constructed in 1967 when the new town of Ingleside had the makings of a prosperous corporation.

But Ingleside did not boom as expected and the need for the station gradually declined.

Faced with increasing costs and the necessity of reducing expenditures, the company closed many of the smaller stations.

A firm from Brockville has taken on the task of levelling the prefabricated concrete slab structure. Photo by Bowden.

Craig Stevenson comments The "1967" date in the article must be a typo, as this was one of the stations built during the Seaway along with Iroquois, Morrisburg, Long Sault, and Cornwall.

09/12/1971 Ottawa Citizen

Chalk River

Renfrew

Hit by train at Renfrew, girl injured

RENFREW (Special) - A 16-year-old Renfrew girl Susan Sutcliffe, is in satisfactory condition in Victoria Hospital here after being hit by a train Wednesday afternoon.

She has a broken collar-bone, facial cuts and concussion.

The accident occurred about 3.30 p.m. at the Munro Street crossing.

It is believed she caught her heel in the crossing and was trying to get it loose when she was struck by an eastbound CP Rail train.

She is the daughter of Mr. and Mrs. J. E. Sutcliffe of 70 Raglan Street South, Renfrew.

In Ontario, conservationists were alarmed for the safety of wildlife when a train derailment at Tichborne dumped thousands of gallons of milk of magnesia into a swamp. As the press made no further report on the matter, I presume the swamp creatures survived their dose of laxative, and maybe even felt the better for it.