

Local Railway Items from Area Papers - 1972

07/01/1972 Ottawa Citizen Kingston (CN) Long Sault

CNR main line closed at Long Sault after freight train jumps the tracks
LONG SAULT (Staff) Twenty-two cars of an 84-car Canadian National freight train were derailed near here 1.30 a.m. today, ripping up track and closing both east and west Toronto-Montreal lines until at least noon Saturday.
No one was injured in the accident in which a car near the end of the eastbound freight jumped the rails and pulled 21 other cars off the tracks. Only about half of the cars were loaded.
Three tank cars loaded with propane gas were cordoned off shortly after the accident in fear of an explosion but a railway spokesman said later in the morning there was no danger since none of the cars was leaking. Rapido late
Passenger and freight trains between Toronto and Montreal are being re-routed over Canadian Pacific tracks through Smiths Falls and are running up to 90 minutes behind schedule.
The Rapido, a fast passenger train between Toronto and Montreal, is expected to run about 30 minutes late until the CN line is cleared.
Cranes arrived at the accident scene about 5 a.m. and crews expect to have one line cleared by noon. Saturday. The second line should be repaired by Sunday.
It is the second time a CN train has been derailed here in little more than a year. Last January track was torn up in almost the same location, about 400 feet east of the old Long Sault railway station.
Railway officials have found no cause for today's derailment in which the locomotive and 62 cars continued down the track several hundred feet before stopping.
Ontario provincial police and ponce are investigating.

07/01/1972 Ottawa Journal Kingston (CN) Long Sault

CN freight train derailed, 22 cars blocking main line
A train derailment early today near Long Sault spilled 22 cars of an 84-car Canadian National freight train across both east and west CN mainlines between Toronto and Montreal.
The wreckage is expected to make the tracks impassable for at least 24 hours.
The accident took place about 1.30 a.m., 350 feet east of the abandoned Long Sault station and one-half mile north of the village itself. Long Sault is eight miles west of Cornwall. No one was injured.
Three tanker cars containing propane gas were among those derailed and at first it was believed their cargo was leaking. OPP Long Sault cordoned off the area but Earl Woito, a CN track supervisor, reported late this morning that there was "no leakage at all."
Cause of the accident is not known. Sources at the scene pointed out that the Long Sault station is not in operation so the accident could not have occurred while the train was being backed onto a spur line.
At the same time, the sources did not believe the train jumped the track of its own accord because the track is a straight-away.
A similar accident occurred at the same location last year, Mr. Woito said it was caused by a broken axle on one of the cars.
Two cranes were being used at the scene of today's derailment to lift the wrecked cars from the tracks. While that is being done, Montreal-Toronto traffic is being re-routed from-Brockville to Dorval via Smiths Falls.
The Rapido between the two cities will be going the entire route on Canadian Pacific tracks.
A CN dispatcher in Belleville estimated that trains could be delayed as much as two hours by the re-routing.
Total damage to the derailed train could not be estimated this morning but Mr. Woito said a lot of empty cars were involved in the accident.
The train was en route from Toronto to Montreal,

10/01/1972 Ottawa Citizen Kingston (CN) Long Sault

CN Toronto-Montreal main line back in use.
The Canadian National main line between Toronto and Montreal is back in use today after 22 cars of an 84-car freight train derailed Friday and ripped up several hundred feet of track.
A CN spokesman, said today the westbound line was re-opened at 7 p.m. Friday, 17 hours after the eastbound freight derailed.
Railway officials have not yet determined the cause of the accident which forced rerouting of trains over Canadian Pacific tracks through Smiths Falls.
The eastbound line was reopened early Saturday and freight and the passenger service returned to normal.

17/01/1972 Ottawa Citizen Kingston (CN) Long Sault

Rapido moving at 75 mph
truck-train crash kills two
CORNWALL (Special) Two teenagers were killed in truck-train collision Saturday one mile northwest of Long Sault.
The quarter-ton truck driven by Daniel Zeran, 18, of RR 1, Newington, piled into the baggage car of the Montreal-bound Rapido at 1.12 p.m. Brent Evans, also 18, of Main Street in Newington was a passenger in the truck. Both were killed instantly.
The two were driving to Cornwall on the Wales Road. The train's engineer told police he sensed the truck would not be able to stop at the level crossing and tried to halt the train, which was travelling at about 75 m.p.h.
The truck struck the train, spun around, and was dragged one mile down the track.
It took more than an hour to remove the truck and the bodies from beneath the train.
The victims were both Grade 13 students at Osnabruck District High School in Ingleside

19/01/1972 Ottawa Citizen Beachburg

Grants approved for train signals
The Canadian transport commission has approved grants for automatic train-warning signal systems at CNR crossings on Cedarview Road and Strandherd Drive in Nepean.
The \$11,920 for the Cedarview Road crossing and \$11,400 for the one on Strandherd Drive are part of a total national grant of \$374,810 for traffic safety projects at railway crossings.

Car - train collision kills woman, 33

A mother of two young children was killed Friday about 1.10 p.m. on Woodroffe Avenue, two miles south of Base Line Road when the car she was driving collided with a train.

Dead- s-Sylvia.Jean Flood, 33, of 118 Knoxdale Rd., Nepean Township.

Nepean police said the accident happened as the victim was travelling north on Woodroffe Avenue and apparently failed to see the signal wig-wag system at the CNR crossing.

Police said the signal system was working at the time of the collision.

An eastbound passenger train struck the front of the car.

No injuries were reported on the train.

Police said the victim was thrown from her car after the impact.

"If she had been wearing seatbelts at the time of the accident she would probably be still alive," said a police spokesman.

"The passenger compartment of the car wasn't even damaged but the rest of the vehicle was crushed," the policeman added.

Mrs. Flood is survived by her husband, Raymond and two children, Stephen, 7 and Stacey, 5.

09/02/1972 *Ottawa Citizen**Kingston (CN)**Morrisburg*

Triple blast turns railcars into missiles

Morrisburg. A vivid plume of flame rising from the mass of twisted railway cars and smouldering debris has so far thwarted attempts to clear the CNR's main line here.

A derailment of 36 cars occurred about 8.15 a.m. Friday, tearing up hundreds of feet of track and sending boxcars careening down embankments and into the bush.

Three major explosions in tanker cars carrying thousands of gallons of propane gas shook homes as far away as seven miles.

One resident likened the first explosion to an earth tremor.

One of the propane-laden cars weighing between 50 and 60 tons, flew about a quarter of a mile through the air after it exploded.

CNR officials speculated that burning gas escaping from the ruptured tank acted like a rocket.

Swathe in trees

The car lifted off the track and cut a neat swathe through the trees - some of which were about 12 inches in diameter at their base.

The trimmed trees indicate that it entered the bush at a height of about 12 feet before rising to about 30 feet above the ground.

The tanker crashed into a service line which joins the main tracks near the scene of the derailment, about a quarter of a mile away.

It then plunged through a wooded area for another 150 feet before coming to rest. Charred telephone poles located along its line of travel indicated the intense heat.

Pieces of splintered limbs from the trees it had struck littered the lines. Some had penetrated more than a foot into frozen ground beside the railway lines.

Tankers explode

A total of three tankers exploded within seconds of the derailment which occurred on a straight stretch of line about two miles east of here.

It was from one of these tankers - lying helter skelter among the other wrecked railway cars that a brilliant orange plume spurted all day Friday.

Fears that the remaining gas in the car might explode, coupled with the knowledge that a fourth propane-laden tanker was also damaged in the derailment, kept recovery crews at a distance.

One CNR spokesperson said crews would wait until the flame went out before attempting to clear the line. The derailment blocked both east and west lines. Trains have been rerouted through Ottawa.

The spokesman said he expected the lines here to be blocked until Monday. Heavy cranes from both Montreal and Toronto were to arrive at the scene Friday afternoon to clear the twisted cars from both sides.

Area sealed off

Within minutes of the derailment police attempted to seal off the area.

Both police and the Morrisburg fire department learned of the explosions by their close proximity to the scene. The provincial police detachment was shaken by the blasts.

Firemen succeeded in reaching the remote scene, but could do little to contain the fire. The fierce heat drove them back as the propane shot flames 100 feet into the cold air.

An inspection of the scene about six hours later, when newsmen were allowed near the potentially dangerous area, revealed scorched fence posts and melted snow as far as 150 feet from the main line.

A total of about 20 cars caught fire and by early evening were still smouldering beside the hissing propane.

A decision had not been made concerning the remaining propane tanker car which had not ignited.

The eastbound freight train had been hauling 77 cars - 59 of which were loaded with general cargo.

While one ruptured tanker spewed grain onto the scorched tracks, another loaded with fruit and vegetables littered the area with hundreds of burned oranges.

Twisted metal, splintered framed and some of the car's wheels were scattered for about 100 feet along the lines.

Curious area residents travelled by snowmobile and on foot to view the scene. Police - fearful that another explosion might occur - cleared the area.

Neither the crew in the locomotive nor in the caboose was injured in the incident. The first car to derail was loaded with steel and was located ten cars behind the engine.

Chlorine gas

The rear portion of the train - including a tanker loaded with toxic chlorine gas - was eventually hauled from the rest of the wreckage by a locomotive sent in from nearby Brockville, one of CN's headquarters.

A police spokesman said an evacuation plan had been drawn up for the people of Morrisburg had the chlorine-laden tanker ruptured.

The only people close to the explosions and derailment were members of a bush party clearing surrounding bush area of dead elm trees.

They reportedly ducked flying chunks of steel as the first propane tanker exploded.

CN officials are continuing their investigation into the derailment as work crews clear the line.

Officials say damage is impossible to estimate, but will run into hundreds of thousands of dollars.

TANKERS EXPLODE NEAR MORRISBURG , Flames shoot into the air from three propane tankers which exploded Friday morning following a Canadian National train derailment near Morrisburg. A total of 22 freight cars were destroyed in the fire which followed the derailment. CN officials estimate wreckage will not be cleared until Sunday night. The freight was eastbound for Montreal when the accident occurred. Fragments from the tankers were sent flying after the explosion, but workers near the train at the time of the accident escaped injury.

(Caption to aerial photo)

The village of Morrisburg, 12 miles southwest of Cornwall was shaken by a fiery explosion Friday morning when a Canadian Canadian National freight train was derailed two miles east of the town and three tank cars carrying propane blew up.

No one was injured but it was quite literally an earth-shaking earth-shaking experience for the village of only about 2,000.

Witnesses said that windows shook, doors of homes were blown open and icicles were, shaken loose from roof-tops. "We were standing here in the office when it happened," explained a mechanic at the Texaco station in Morrisburg. "Everything in the garage was rattling. We thought it was either a jet breaking the sound barrier or somebody dynamiting. The whole village shook."

Mrs. James McCrank, who lives just one mile from the site of the derailment, said the explosions shook her house. "I thought the roof was falling in."

The explosions were heard by a resident of Massena New York, 30 miles away.

About 2,200 feet of track was ripped up.

The 77-car freight train was eastbound for Montreal when the derailment occurred at 8.15 a.m. CN spokesman Walter Smith said that shortly after 36 cars left the track, one of four , propane tankers exploded. Seconds later, two more tankers blew up almost imultaneously, sending flames 100 feet into the air.

One tank car was blown a quarter of a mile into the bush, shearing off the tops of trees as it flew through the air.

Firemen from Morrisburg, Upper Canada Village and Winchester were unable to fight the blaze because of its intense heat. They had to stand back while flames destroyed 22 cars.

A provincial police spokesman said 12 men working a few hundred yards from the wreck had to crawl out of the area on their hands and knees because metal was flying in all directions.

"They were lucky,, he said. "They were so shook up after we took them to a service station that they could hardly talk."

The men were cutting down dead elms as part of a federal winter works project.

The wreckage blocked the CN's main line between Toronto and Montreal. Trains are being re-routed on CPR tracks, through Smiths Falls.

Mr. Smith estimated that it will be Sunday night at the earliest before the main line is cleared.

14/02/1972 *Ottawa Citizen**Kingston (CN)**Morrisburg*

'Hot box' seen as key suspect

MORRISBURG Splintered railway ties leading to the scene of Friday's 36-car derailment emerged today as clues to the cause of the crash.

While Canadian National Railways officials are declining comment on the cause, the splintered ties are indicative of what is known by railway workers as a "hot box".

Two boxes, one above and one beneath the axles of railways cars, are grease-filled to lubricate the spinning axle.

It is possible for the boxes to run dry, overheat and cause the axle to seize. The wheels affected on that car then stop turning.

Unofficial sources said the splintered ties along a quarter-mile section of line here indicate a wheel had seized and jumped the tracks.

Speed of the eastbound, 98-car freight train was estimated at 60 m.p.h. at the time of the derailment.

The derailed car, tenth behind the locomotive and carrying about 15 tons of steel, continued to splinter ties until it reached a spur line joining the main track from Seaway Chemicals Limited.

As it hit the junction, it caused other cars to derail and pile atop one another.

A total of three tank cars carrying almost 34,000 gallons of propane gas exploded. One of the cars, weighing about 60 tons, was blown a quarter-mile and reached a height of about 50 feet as it cut a swath through a wooded area.

Neither the five-man train crew nor a dozen bushworkers cutting trees near the accident scene were injured.

A fourth propane tank car was ruptured in the derailment and caused railway officials to delay cleanup operations. It shot flames up to 100 feet in the air.

It was eventually pulled to one side of the lines while crews cleared the main Toronto-Montreal track. A provincial police spokesman said the tank car was still spouting flame today.

The westbound track re-opened about 7.45 p.m. Sunday and the east-bound line was expected to re-open later today.

Trains were rerouted through Brockville, causing delays of up to two hours.

14/02/1972 *Ottawa Journal**Kingston (CN)**Morrisburg*

Track opens for westbound rail traffic

MONTREAL (CP) Rail traffic was resumed Sunday on the westbound track of Canadian National Railway's main Toronto-Montreal line following a freight train derailment at Mor- Morrisburg, Ont., Friday. It was not immediately known when the other track would be open. The section was closed Friday following the denailmerft of 36 cars of the 98-car westbound train. A few minutes after the derailment several propane cars exploded, rocking the countryside countryside for miles around.

17/02/1972 *Ottawa Journal**Lachute**Lachute*

TRAIN DERAILMENT

LACHUTE .Que. (CP) Ten cars of a CP Rail freight train were wrecked in a derailment Wednesday on the Montreal-Ottawa line about 10 imjles west of here. No injuries were reported. The derailment damaged about 1,000 feet of track, a Lachute fireman said.

17/02/1972 *Ottawa Journal**Lachute**Lachute*

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17/02/1972 *Ottawa Journal**Lachute*

Train Derailment

Lachute, Que., ten cars of a CP Rail freight train were wrecked in a derailment Wednesday on the Montreal - Ottawa line about ten miles west of here. No injuries were reported. The derailment damaged about 1,000 feet of track, a Lachute fireman said.

19/02/1972 *Ottawa Citizen**Kingston (CN)**Morrisburg*

Track clear

MORRISBURG (CP) Regular freight and passenger service was restored Friday over a section of CNR track damaged a week ago by the derailment of 36 cars of a freight train.

Both east- and west-bound trains have been using the west-bound lane of the double track since Monday. Clearing and repairing the east-bound track had been delayed by a burning propane tank car which exploded after the derailment.

The derailment occurred near this village 20 miles southwest of Cornwall. Some debris remains at the scene, but the final clean-up is expected to be finished Monday.

Another Forfar Station Closing

Portland - Municipalities in northwest Leeds say they will oppose the Canadian National Railway's plan to close the Forfar station. Edwin Chant, reeve of Bastard and South Burgess, said Friday the township intends to file a protest with the Canadian Transport commission when CN seeks approval for its application. No date has been set for the closing although CN expects to seek CTC approval "shortly". The railway announced earlier this month that it plans to close eight stations between Forfar and Port Hope when the Belleville servo-centre begins operations March 27. George Van Dewater, manager of CN's Rideau area, said the railway "will contract with local businesses for the setting up of an express on-hand depot for parcel traffic" which will be supplemented with existing pick-up and delivery services. The railway now operates an on-hand depot in Westport and plans to set up another in Elgin when the Forfar station closes. In addition to this, the company will locate one other depot which will handle only pre-paid parcels. We haven't decided where this third outlet will be, but it will be where the people want it" a CN official told the Whig-Standard. He claimed the new system would be more convenient since many customers now have to travel out of their way to pick up express at Forfar. Shippers, he said, will still be able to send or receive full carloads of freight from Forfar except order will go through Belleville rather than the local station agent. A toll-free Zenith system will be installed to handle the calls. "The station will be torn down and the station agent will go where his seniority takes him," he added. "It's the railway's argument that this system will be more efficient, but of course we disagree," said Mr. Chant. "We don't want to lose the personal contact we now enjoy with a station agent in Forfar. He also said if the station closed the area would have no express service. CN claimed representatives will be sent into the area "to maintain the personal contact". Mr. Chant has the support of both North and South Crosby along with the villages of Westport and Newboro. And all expressed their opposition to the CN plan at a meeting this week in Elgin. We beat them four years ago and we hope to be able to do it again," said Mr. Chant. The railway tried to close the station in 1968 but the CTC ordered it re-opened following an investigation. The decision was apparently based on the fact that Elgin didn't have a suitable telephone set-up to participate in the Zenith system.

19/02/1972

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

Regular freight and passenger service was restored Friday over a section of CNR track damaged a week ago by the derailment of 36 cars of a freight train. Both east- and west-bound trains have been using the west-bound lane of the double track since Monday. Clearing and repairing the east-bound track had been delayed by a burning propane tank car which exploded after the derailment. The derailment occurred near this village 20 miles southwest of Cornwall. Some debris remains at the scene, but the final clean-up is expected to be finished Monday.

21/02/1972

*Ottawa Citizen**Kingston (CN)*

Hit by train

The storm was at its height in Lancaster Township Saturday afternoon when Uwe Rumke, 20, of Concession Road 1, Lancaster Township, attempted to drive across some railroad tracks. His late model car was hit by a Canadian National Railways passenger train from Toronto and was carried a mile down the line.

Mr. Rumke was returning home along a private road after doing farm chores when the accident occurred. Visibility was about 50 feet.

21/02/1972

*Ottawa Journal**Kingston (CN)**Lancaster*

Lancaster man killed at crossing

CORNWALL (Special) A Lancaster resident was killed instantly at 3.30 p.m. Saturday when his car was cut in half by a moving train at a level crossing five miles west of here.

Dead is 20-year-old Uve Rumke.

The train, travelling east to Montreal, was delayed for four hours as a result of the accident. The mishap occurred during a snowstorm.

23/02/1972

*Ottawa Citizen**Smiths Falls*

Jury wants review after death crash on crossing

By Tom Van Dusen Citizen staff writer

A coroner's jury has recommended the review of speed limits for trains in built-up areas.

The recommendation came after an inquest Tuesday (22/2) into the death of Sylvia Jean Hood, 33, after a car-train accident last Jan. 21.

Mrs. Hood was northbound when her car collided with an east-bound passenger train at the Canadian National Railways crossing on Woodroffe Avenue.

Coroner Dr. Thomas Kendall suggested the recommendation while summing up evidence for the jurors. He cautioned them, however, not to expect quick action.

"I investigated 21 deaths at the railway crossing at Parkdale Avenue and Scott Street before they put signals up," he said.

He said the recommendation was worthwhile because "officials won't even consider a speed review unless the idea comes out of something like this."

Archie Greer, who was operating the train, said it was travelling at 50 m.p.h. at the time of the accident.

Mr. Greer said speed limits in different areas were outlined in engineers' time schedules prepared by CN.

"Engineers are governed by a stringent set of rules and there are only certain things they're able to do," said Dr. Kendall. "The train crew was operating within its guided limits at the time of the accident."

The jury attached no blame to the train crew in the accident.

Mr. Greer said he was about 400 feet from the crossing and Mrs. Hood was about 200 feet away when he first noticed her.

Warning whistle

He said he was in the middle of giving the warning whistle routine when approaching a crossing - when it occurred to him the Flood vehicle was getting a little too close.

"I still assumed she would stop," he said.

When the train was 50 feet away and the car kept moving forward, Mr. Greer gave a series of short whistle blasts hoping to jolt the driver's attention.

In the next instant, Mr. Greer applied the emergency brakes. Collision occurred almost simultaneously.

Mr. Greer and another crewman testified it took about a third of a mile for the train to stop.

Gaudy color

Three witnesses travelling behind Mrs. Hood the day of the accident testified that although the warning signals were working and they could see the train a considerable distance from the crossing, the victim never attempted to stop.

Bells on the train and the warning lightpost were operating and the lead diesel engine's headlight was on.

Dr. Kendall noted that the engine was painted a "rather gaudy color of orange with black-and-white stripes so that it should be seen by someone looking in the direction from which it was coming."

The coroner thought the victim might have been preoccupied or that something might have taken her attention away.

Police testimony revealed that the afternoon of the accident was sunny and Woodroffe Avenue was wet because of freshly laid salt, but not slippery.

The radio on-volume button in the Flood vehicle was up halfway and one of the front tires was almost bald.

Regional government has indicated it will begin construction of an underpass at the crossing in May of 1973.

The driver of an oil truck was killed today when his vehicle smashed into the side of a moving train and burst into flames on highway 17 just east of Carp.

Three of five cars in the CNR freight train were derailed.

The driver was enveloped in flames and perished in the truck which burned for more than an hour.

The accident occurred at 10.15 a.m. Police and fireman found the remains of the driver's body after searching for an hour and a half.

Nothing remained of the truck except a small portion of yellow cab. Police said the vehicle belonged to the Shell Oil Company.

A charred licence plate was found in the wreckage. Police believe it is from the truck.

A witness told police it appeared the truck driver was going to attempt to cross the tracks before the train reached the crossing but changed his mind, slammed on the brakes, and skidded 200 feet in the side of the train.

The impact sent three cars sprawling into the snow in flames. The caboose remained on the tracks.

Police said an unidentified railwayman who was inside the caboose when it was hit walked away uninjured. No one on the train was hurt.

Power lines were knocked down and a set of signal lights were torn out of the ground.

Acrid greasy smoke blanketed the accident scene as firemen tried to put out the flames in the train.

The truck was swept about 20 feet off the road and into a small creek. Parts of the creek were afire from oil dumped into the water.

Balance illegible.

There is a picture with the caption

Train burns in background while fire-gutted wreckage of oil tanker lies beside tracks at right.

Train, truck afire; one believed dead

The driver of a tanker truck is believed dead, after his truck collided with a CN freight train one mile east of Carp and burst into flames about 10 a.m. today.

The flames spread to two cars of the train but no members of the crew are reported injured.

At noon, Highway 17 was still blocked and OPP were rerouting traffic.

The train was travelling from Ottawa to Barry's Bay on the Renfrew branch line. The main westbound route is not blocked, a CN spokesman said.

The train contained a deisel [sic], three empty box cars, a baggage car and a caboose

Highway 17 to reopen when wreckage cleared.

The Trans-Canada highway at Carp will reopen later today after crews finish clearing wreckage left Monday when a gasoline-loaded tanker truck rammed a train.

The 10.10 a.m. accident, which occurred at a level crossing on Highway 17 just east of the village, claimed the life of truck driver Camille Brideau. The 32-year-old father of two lived at 50 Balsam St., Orleans.

He was employed by Shell Canada Limited, owner of the truck and trailer he was operating. The vehicle was carrying 8,000 gallons of motor gasoline when the accident occurred.

Canadian National Railways officials said the line and the highway should be open by late afternoon. The impact of the accident derailed three cars of the five-car freight train, which was travelling along the CNR branch line to Barry's Bay and Whitney.

Three rail cars afire

The collision set fire to the three cars as they were knocked from the tracks. The highway did reopen for a few hours during the night, but was closed again at 7 a.m. while mobile cranes removed the three empty cars.

Traffic had been rerouted along old Highway 17 after the accident.

One witness told police it first appeared Mr. Brideau was going to attempt to cross the tracks before the train reached the crossing.

But the trucker apparently changed his mind, slammed on the brakes and skidded 200 feet into the side of the moving train, said the witness.

Mr. Brideau was thrown from the wrecked vehicle, which burst into flames upon impact. No one else was injured.

Railway riding snowmobiler killed by train

PEMBROKE (Staff) A last-minute attempt to steer his snowmobile from railway tracks near here cost a Pembroke man his life Saturday at 10 p.m. Wallace Herman Nieman, 29, of RR6, was cut down by an eastbound freight train.

The man was among a party of five snowmobilers which provincial police said was travelling Canadian National Railway tracks in an area about 10 miles southwest of here.

Four of the snowmobilers obviously heard the train approaching at about 45 m.p.h. and steered and dragged their machines from the lines.

Mr. Nieman apparently continued along the tracks, trying to steer away from them. The train overtook him before he could jump clear.

An inquest is expected.

A CNR spokesman said today the company's own security officials are also investigating the incident.

It has been company policy in the past to prosecute snowmobile operators trespassing on railway property.

Derailment causes city - CP Rail dispute

A train derailment which blocked the Hunt Club Road for three hours Sunday afternoon has touched off a dispute between CP Rail and the city of Ottawa.

George Sayer, assistant superintendent for CP's Smiths Falls division, said the two diesel engines jumped the track because graders had covered the level crossing with gravel.

This morning, T. H. Dobbin, city engineer, said grading operations took place at 10.30 a.m. Saturday, and one train passed safely over the crossing a half an hour later.

Mr. Dobbin said the city accepts no liability for the accident and the railway would have to look for a cause other than the road graders.

No one was hurt in the derailment and both engines remained upright. They were pulling a freight train on the regular Ottawa-to-Smiths Falls run. Hunt Club Road was blocked between Metcalfe and McCarthy Roads set up barricades and motorists, including those heading for Ottawa Airport, were rerouted.

An Air Canada official said he didn't believe anyone missed a flight because of the derailment.

Mr. Sayer said there was no problem with rail traffic since only one train uses the track each day.

CPR BLAMES CITY FOR DERAILMENT

Ottawa has been blamed for this train derailment at the Hunt Club Road crossing about noon Sunday. A CPR spokesman said a city grader didn't lift its blade while crossing the tracks and piled gravel and Ice between the rails. Two engines and one car of an Ottawa-to-Smiths Falls freight train went off the tracks. CPR workmen restored service on the line in about three hours. The CPR spokesman said the matter would be taken up with the city today.

Snowmobiler dies in crash

WHITNEY (Staff) Douglas Laginskie, 41, was killed in a collision with a freight train while snowmobiling on the CNR main line on the outskirts of Whitney Monday afternoon.

Mr. Laginskie, and Richard Dubreuil, 29, of Whitney, each driving his own machine, were going to fish at Joe Lake.

On a curve they met the freight train.

OPP Constable C. P. Graham said. Mr. Dubreuil, in the lead, swerved off the tracks to the left and escaped injury.

Mr. Laginskie turned to the right. His machine struck a snowbank, returned to the tracks and met the train head-on.

His body was found on the first freight car behind the engine when the train was stopped 500 feet from the point of impact.

15/04/1972 *Ottawa Citizen**Alexandria**Michael Street*

Train flips van

Van driver Gurarslen Savars, 24, of 234 Presland Rd., Apt. 6, received a broken leg when his vehicle was in collision with a CN freight train at a crossing on Michel [sic] Street Friday afternoon. He was reported in good condition at the General Hospital.

27/04/1972 *Ottawa Citizen**Renfrew**Carp*

Jury urges lights at crossings.

A coroner's jury has recommended that signal lights be located at all level crossings on main highways to warn motorists in advance of approaching trains.

The jury was sitting Wednesday at an inquest into the death of Joseph Brideau, whose fully loaded gasoline tanker collided with a CNR freight train on Feb. 28.

Evidence had shown that the visibility is poor at the crossing on Highway 17 near Carp, and there are several distractions for drivers proceeding west on the highway.

These, along with the position of the crossing at the bottom of a hill, were listed as contributing factors to the accident which derailed three of the railway cars and closed the highway for more than 24 hours.

The engineer of the train, Irwin Currie, said the Shell Oil truck, loaded with 8,000 gallons of gasoline, hit the train after veering off the road and knocking over a signal post.

"All hell broke loose" he said. The truck exploded immediately, setting fire to the last three cars.

The jury also recommended that a remote warning light be placed 500 feet north of the Carp railway crossing.

29/04/1972 *Ottawa Journal**Montreal and Ottawa**Leonard*

Extract from Senseless Sacrifice by Heward Grafftey

IT WAS A sunny day on Friday, Aug. 21, 1964, when I left my Ottawa apartment about 7 AM to board an east-bound Canadian Pacific train for Montreal. About the same time as the train pulled out of Ottawa's Union Station, Basil Czopyk was driving his truck, full of gravel, toward Leonard, Ont., a small village on the CP rail line between Ottawa and Montreal. Czopyk usually stopped for coffee at Leonard. From time to time he boasted how he raced and beat the early morning train over the rail intersection in the middle of this quiet hamlet. This particular Friday morning, he wasn't going to make it. My train picked up speed as it left the outskirts of Ottawa. Twenty minutes after departure we were hitting around 70 mph. I had taken a chair in the dining car to eat breakfast and read the newspaper. Then it happened.

The car began to pitch and lunge. People and furniture were thrown everywhere. Orange and yellow flames enveloped the windows. I was thrown the length of the car with other diners. Finally it came to a crashing halt at an acute angle. I scrambled out and jumped onto the gravel rail bed. It was hard, at first, to understand just what had happened. In front of me was the wreckage of a truck amid a pile of gravel. Czopyk had driven into the middle of the train. He was killed instantly. The engine and front cars continued on. The car he hit left the tracks and turned end over end before falling on its side in a nearby field. Those in the dining car, including myself, and in another car at the rear of the train were fortunate. Automatic brakes went on and while many were shaken up as these two cars ripped up 100 yards of track, many injuries were prevented and lives saved. But the car that was hit lay on its side near an old farm shed. I could hear screams and moans.

Sliding down the embankment to the scene, I could see what had happened. As the car spun in mid-air, many people were tossed through broken windows, then the car rolled over and crushed them. It was difficult to tell who was dead and who was injured. A stunned trainman attempted to set up communications with some equipment which he attached to the tracks. I ran to a nearby farmhouse and on an old crank phone told the operator of the accident, asking for ambulances. Forty minutes later, a country doctor arrived. Helicopters from the news media hovered over the scene.

Finally, more than one hour after the accident, one privately owned ambulance appeared.

I don't know when the last victim was removed, but many seriously injured passengers still lay in the field more than two hours after the crash. And we were not in some isolated wilderness, but only 20 minutes from our nation's capitol. The final toll: eight dead and more than 20 seriously injured.

05/08/1972 *Ottawa Citizen**Chalk River**Chalk River*

'Box ' explodes Boy sustains numerous cuts

CHALK RIVER (Staff) A small boy was injured at the Canadian Pacific station here Friday evening when a "box" he was playing with exploded.

James Bailey, 7 of Chalk River was in satisfactory condition at Deep River Hospital today with cuts over much of his body.

His father, Harold Bailey, said the boy apparently was playing in the station area with a friend when "he found something he said looked like a box with a handle."

"He told me he pounded on it and it blew up in his face."

Mr. Bailey said his son had small lacerations "like pin-pricks" over most of his body, but not on his face.

The box is believed to have contained warning torpedos small explosive devices used by railway workmen to warn of approaching trains.

Ontario Provincial Police are investigating the incident.

08/08/1972 *Ottawa Citizen**Brockville**Brockville*

Car-train crash injures motorist

SMITHS FALLS (Staff) A 28-year-old Smiths Falls man is in good condition in St. Francis Hospital after colliding with a train at an uncontrolled rail crossing on William Street Monday night.

Police say Victor Russell of 13 Elm St., failed to see flagmen with flares because of heavy rain and ran into the Belleville bound CNR passenger train. The train was delayed about 30 minutes.

11/08/1972 *Ottawa Citizen**Lachute**Calumet*

4 die, 30 hurt in train-truck crash at Calumet

CALUMET, Que. (Staff) Four people were reported killed and about 30 injured this morning when a CP train and truck collided midway between Ottawa and Montreal.

The exact number of people aboard the train at the time of the 9.10 a.m. accident is not known, but about 50 were believed have boarded the train at Ottawa at 7.15 a.m.

Early reports indicate the truck hit the train - a self-propelled dayliner at a level crossing on Highway 8 about one-mile east of here. The train was not derailed in the crash.

Calumet is 67 miles by train from Ottawa.

Collision at the Crossing

By Patricia Cote Citizen staff writer

CALUMET, Que. Kenneth McHardy heard the awful smash of metal into metal and rushed outside to see what had happened.

A five-ton fruit truck had crashed into the rear half of a CP Rail passenger dayliner bound for Montreal.

"Everything went up in the air like an explosion. It was about 10 or 15 feet high."

Mr. McHardy said it was the truck that caught fire. The dayliner was travelling at such a rapid speed that it didn't stop until half-a-mile down the track.

Mr. McHardy didn't realize until later that two people on the train were killed and 26 others injured as a result of the crash, which occurred about 9:15 a.m. on Highway 8 near this West Quebec town.

Mr. McHardy owns a service station about 40 yards from the railway crossing. He lives in a house beside the station. He was the first person to reach the scene of the accident.

Man screaming

"I ran to get my fire extinguisher it's one of those big ones because the truck was on fire. The flames were going up around the guy in the truck. The guy was screaming."

The "guy in the truck" was 24-year-old Reginald St.-Gelais of Gatineau, who was sitting in the passenger side of the truck. The driver of the truck, Michel Emery, 23, of Gatineau, was thrown clear upon impact. He had minor injuries.

"I put out the flames and then I ran back and called the police and the ambulance," Mr. McHardy recalled.

Mr. McHardy said that while he and Mr. Emery waited for the ambulance and police, a lumber truck pulled up to the scene. The unidentified driver got out and attached a chain to the crumpled cab which had been flattened against the fruit truck, pinning Mr. St.-Gelais inside. With the chain, he pulled the cab into some semblance of shape, enabling the rescuers to free the trapped man. However, Mr. St.-Ge-ais, who was acting as second driver for Mr. Emery, later was pronounced dead.

Mr. McHardy said he didn't know whether the lights and the bells at the crossing were working.

Passengers appear

But his wife said she was "pretty sure the bells were ringing. I didn't see the lights."

The McHardys' first sight of the train passengers was several people walking up the tracks through the wet, muddy fields, carrying suitcases.

Helen McHardys, the McHardys 19-year-old daughter, said many of the passengers came into the service station to use the telephone, as did

Michel Emery, driver of the truck. "His nose was all bleeding and his sweater was spattered with blood," said Helen.

She said the passengers were "nervous but not hysterical." Some had minor cuts.

Although the train stops at Calumet, it normally accelerates quickly upon leaving the station, Helen said.

"The people on the train said it was going fast enough. They thought the truck's brakes must have failed," she said.

Splinters in glass

Michel Emery, the driver, has his own fruit and vegetable business in Gatineau. He was driving a truckload of fruit and vegetables from Montreal to Gatineau, a journey he makes two or three times a week.

Several hours after the accident, Michel was standing beside the train talking to reporters. The crash damaged the undercarriage of the train at the right side near the rear, shattered four windows, and left shards of wood embedded in the cracked glass.

Mr. McHardy said he thought there was a rack with crates of fruit on top of the truck, and that upon impact the crates went crashing through the train windows.

Mr. Emery told reporters that the lights and bells which mark the crossing were not operating when he approached, travelling at about 50 m.p.h.

If you are approaching the crossing coming from Montreal, there is a windbreak of trees 50 yards before the crossing. The windbreak makes it difficult to see an approaching train.

Mr. Emery said as soon as he was able to see the train he braked and tried to avoid hitting the train by going off the road on the left side, but he didn't get off in time.

Mr. Emery said he was thrown from the truck, got back on his feet and tried to help his partner, Mr. St.-Gelais.

Mrs. McHardy said a freight train had gone through earlier in the morning, and she heard the bells.

Reporters found Canadian Pacific workmen testing the warning signals at the crossing about four hours after the accident, and both the lights and the signals were functioning normally.

CALUMET, Que. CP Rail officials have denied a truck driver's claim that warning signals weren't working when his truck hit a train at a Highway 8 crossing near here Friday, killing three people.

Warning bells and lights were tested right after the crash and found to be functioning properly, said a CP spokesman in Montreal. "It (the crossing) was well-protected."

Michel Emery, 23, of Gatineau, whose fruit truck plowed into the Ottawa-Montreal dayliner about 9.15 a.m., told reporters later that neither lights nor bells were working.

Three persons were killed: Reginald St.-Gelais, 24, of 372 Cadieux St., Gatineau, Emery's passenger and relief driver; and train passengers Bernice Dougherty, 49, of Great Falls, Mont., and Mrs. Jeanne Marie Brunelle, 58, of 8 Verdon St., Ste.-Therese.

More than 20 of the dayliner's 50 passengers were injured, but police said none of the injuries was serious.

Among those suffering shock or minor and bruises and cuts were Eleanor Pelletier, 748 Borthwick Ave., Ottawa; Pauline Bourgeon, 248 Ethel St., Van-ier; and Phyllis, Rodney and Orin Stanley, all of 13 Wychwood Dr., Aylmer.

Sees wife die

Norbert J. Dougherty, husband of Bernice Dougherty, said he sat in the dayliner helplessly and watched his wife die.

"She was sitting on the side of the train where the train struck. Suddenly she was pitched into the aisle ... I thought she was just knocked out."

"I felt for her pulse and it wasn't there and then I knew she was gone," he said.

Mr. Dougherty and a daughter, Shawn, suffered only shock.

The collision demolished the cab of the truck, but the dayliner stayed on the tracks and came to a stop about half-a-mile from the crossing.

Help

Police said a police cruiser, an ambulance, and finally a tow truck ail became stuck in wet fields as they tried to reach the train.

The ambulances nine arrived to carry injured to hospitals in Lachute and Hawkesbury had to halt 1,000 feet from the train and police and volunteers carried the dead and hurt in stretchers across the soggy terrain.

The accident is being investigated by Quebec provincial police, a 10-man team from Canadian Pacific, and the Canadian Transport Commission.

Police said Coroner Jean Morin of Lachute plans to hold an inquest, but no date has been set.

Calumet is about 55 miles east of Ottawa.

Nobody screamed as truck loomed

MONTREAL (Staff-CP) "It was terrible," 78-year-old Lionel Chevrier recalled in a quiet but excited voice.

"There was broken glass all over the place. It showered all over my wife and me and a great big piece of glass just missed by head."

Mr. Chevrier, a retired farmer bound for Newfoundland to visit relatives when the dayliner was struck by a vegetable truck at a highway 8 level crossing Friday, said he watched the truck approaching the train.

The next thing he remembered clearly was a woman lying in a pool of blood on the railcar floor beside him.

"She died right there on the floor," he said.

Mrs. Chevrier, 76, refusing a doctor's help as she was helped from a special train that brought survivors here, said:

Railmen praised

"We could see a big truck coming into the side of the car. But the funny thing was nobody screamed.

"A woman fell on the floor in the back of us and bled to death." Mrs. Chevrier told the doctor who asked if she felt alright:

"I've got a big crack on the head but that's okay. I feel more shocked than anything else."

Mrs. Aldege Dumoulin of Calumet, a 74-year-old grandmother, had just boarded the dayliner when the accident occurred.

"I tell you, we had two good drivers," she said.

The impact shook the train and she was surprised it didn't leave the tracks. (Engineer George Franklin of Ottawa and conductor Rene Labelle of Montreal were not injured.)

"We got some glass in our hair," she said. "We were shook up, but it didn't hurt us at all."

Mrs. Dumoulin and her daughter, Mrs. Allan Sanderson of Moncton and Mrs. Sanderson's 10-year-old son Bill, were sitting at the front of the dayliner. The truck hit towards the rear and on the opposite side.

"Nobody yelled, nobody screamed or cried or anything," she recalled. "We kept calm."

"We didn't see it coming. We didn't know what was happening until everything was all over."

15/08/1972 Ottawa Citizen Lachute Calumet

Signals working?

Crossing crash inquiry ordered

The Canadian transport commission has ordered a public inquiry into a passenger-train accident which killed three people at a level crossing near Calumet Friday when the Ottawa-Montreal CP Rail day-liner was struck by a vegetable truck.

The date and place of the public hearing will be announced shortly. Three commission officials have been dispatched to the scene of the accident and heard conflicting accounts about whether automatic signal lights and bells were in operation when the crash occurred.

Reporters found CP Rail workmen testing the signals about four hours after the accident and the bells and lights were functioning normally.

19/08/1972 Ottawa Citizen Lachute Calumet

Calumet crash probed

The Canadian transport commission will hold an inquiry Aug. 29 into the causes of the Ottawa-Montreal dayliner train accident near Calumet Aug. 11 which claimed three lives.

The commission said today the inquiry will be held in Lachute, Que., near the site where a Canadian Pacific Railways diesel car was struck by a vegetable truck at a level crossing. Besides the deaths, 26 persons were injured.

The commission had said earlier that three of its officials were dispatched to the scene of the accident and heard conflicting accounts about whether automatic signal lights were in operation.

23/08/1972 Ottawa Citizen Lachute Calumet

Canadian Transport Commission

NOTICE OF PUBLIC INQUIRY

The Railway Transport Committee of the Canadian Transport Commission will hold a public hearing on Tuesday, August 29, in Lachute, Que., to inquire into the cause of a CP Rail passenger train accident which occurred August 11 near Calumet, Que.

The inquiry hearing will open at 10 a.m. EDT in the Masonic Hall on Brownsburg Road, Lachute.

Any persons wishing to give evidence relative to the cause of the accident will be heard and should contact the undersigned prior to the hearing.

C. W. Rump Secretary Railway Transport Committee 275 Slater Street Ottawa, Ontario.

29/08/1972 Ottawa Citizen Lachute Calumet

No speed limit at crash scene

LACHUTE (Staff) There was no speed limit on the CPR main line through Calumet last Aug. 11 the day a train collided with a truck, killing three people.

The information came during the first day of a Railway Transport Committee public inquiry here this morning.

Testifying at the inquiry, E. J. Hase, director of operations for the Canadian Transport Commission, said there is now a statutory 25 m.p.h. speed limit at the crossing, which was imposed after the accident.

Lachute. A young garden product salesman still maintains he saw no warning lights before his truck crashed into the side of a Montreal-bound passenger train at Calumet on Aug. 11

Testifying at a Canadian Transport Commission inquiry here Tuesday, Michael Emery, 23, of Gatineau repeated the story he told immediately after the accident which claimed three lives and injured 26.

Mr. Emery didn't go as far as to say the flashing signals weren't working. He claimed he "didn't see them working." He stated positively the bells which normally ring as the lights flash weren't working before the collision occurred.

However, several witnesses called during the inquiry - which ended late yesterday afternoon - contradicted Mr. Emery's evidence.

Ken Hotchkiss, a Canadian International Paper Company purchasing agent, who travels Highway 8 over the level crossing every morning about the same time, said both lights and bells were working normally when he crossed as the CP Rail dayliner approached.

He said he glanced in his rear view mirror as he crossed and saw no sign of the Emery truck. Commission Counsel J.M. Fortier deduced the accident happened seconds after Mr. Hotchkiss left the scene.

Serge Roy, 16, a student living near the level crossing, said he was in his yard shortly after 9 a.m. and heard the bells on the signal posts ringing.

He added, because of his position, he couldn't see if the lights were flashing. He said he saw the Emery truck coming along highway 8, lost it from view behind some bushes, then saw it collide with the dayliner.

A passenger on the train, Laura Ratchky of Windsor, said she was looking out of the window near the Calumet crossing and saw the warning lights flashing.

Gilbert Blakeney, a CTC signalling engineer, said signals were functioning normally when tested shortly after the accident.

The inquiry, chaired by Louis Talbot, was also greatly concerned at the speed the dayliner was travelling as it came through the crossing.

E.J. Hase, director of operations for the CTC, said a statutory speed limit of 24 m.p.h. at all level crossings where an accident has occurred. He said the limit can only be lifted by the commission.

Although accidents had occurred at the Calumet crossing in the past, there was no speed limit at the time of the crash because previous statutory limits had been lifted. He added the 25 m.p.h. limit had been re-imposed since the Aug. 11 accident.

Veteran CPR engineer George Frankland of Ottawa said he put the throttle of his engine in the maximum position as he pulled out of Calumet station where he'd stopped to pick up two passengers.

Mr. Frankland emphasized when the throttle was placed in maximum the train didn't immediately reach top speed.

"The engine accelerates on its own and takes about a mile to reach its top speed of 90 m.p.h." he said. "We were doing about 45 m.p.h. When we went through the crossing, which is about half a mile from the station."

An unexpected discovery

A commotion stirred the Lachute Masonic Hall, where the inquiry was held, when, under cross-examination by the lawyer representing Mr. Emery, Mr. Frankland revealed the train's speedometer wasn't working the day in question.

He said he wasn't aware of the problem until after he left the Ottawa Station, and insisted he was experienced enough to judge how fast he was going without the instrument.

(Mr. Hase testified that during tests made by the commission after the accident an engine identical to the one Mr. Frankland was operating was accelerated out of Calumet under the same circumstances and reached a speed of 44 m.p.h. at the crossing).

Mr. Frankland said the dayliner's speed is only restricted on curves - 60 m.p.h. - apart from crossings carrying statutory limits.

He said the train's headlamp was on as it approached the crossing and he gave the warning whistle and activated the bell as usual. He said it was a "fine, clear day."

The dayliner was on the crossing when Mr. Frankland first noticed the Emery truck.

He said his first impulse was to pull the emergency brake. Then he decided the best thing to do was get through the crossing and hopefully avoid the truck.

Mr. Emery said he didn't know the train was approaching until he saw it emerge from behind a line of trees when he was about 125 feet away. He said his radio was off and he couldn't remember whether his windows were raised or not.

He said he applied the brakes and swerved but was too close to avoid impact. He said he approached the crossing at a normal rate of speed.

Killed in the accident on the Ottawa-Montreal line were Bernice Doherty, 49, of Great Falls, Mont., Jeanne Marie Brunelle, of Ste. Therese, Que., both passengers in a CP Rail diesel car and Reginald St-Gelais, 24, of Gatineau, a passenger in the truck. None of the injured was seriously hurt.

Decision in six weeks

Conflicting reports heard ar train crash probe.

LACHUTE, Que. (CP) - Louis Talbot, chairman of the one-day Canadian transport commission inquiry into a truck-train collision which took three lives Aug. 11, said Tuesday he would render his decision in about six weeks.

Conflicting reports were heard throughout the day into the possible causes of the crash on the Ottawa-Montreal line, which also injured 26 other persons, none of them seriously.

The CP Rail dayliner and a truck carrying fruits and vegetables collided at a level crossing in Calumet, 10 miles west of this community 30 miles northwest of Montreal.

Michel Emery, 23, of Gatineau, Que., driver of the truck, said the automatic signal lights and bells were not functioning.

Mr. Emery told the chairman he had looked at the lights "but I did not see them functioning at any time." He also said he had not heard the train whistle or the train bell.

Donald Laroche, also a truck driver, who arrived at the crossing after the accident, said he asked Mr. Emery whether the lights were working.

He said Mr. Emery replied: "I saw the light but it was too late to stop."

Six passengers on the self-propelled diesel car testified they had neither heard the bells nor seen the lights at the level crossing. All had heard the train whistle, some heard train bells while others saw the signal lights but could not say whether they were functioning.

Mrs. Laure Ratchky of Windsor, Ont. was the only passenger to testify that the flashing lights were functioning. She told CTC lawyer Jules Fortier "I saw them."

However, she had not heard the train bells or the signal bell at the crossing. She heard; the train whistle.

Serge Roy 16, working in the auto-yard near his home, not far from the tracks, said he could not see the flashing lights where he was but heard the bells.

CTC experts testified that tests made after the accident found the automatic signal lights and bells to be in good operating order.

Rejean Pare, CP Rail signalman, said he had tested the signals two days before the accident and they were working. Tests about three hours after the crash also found them working, he said.

George Frankland, CP Rail engineman, said his tram approached the crossing at about 45 miles an hour and did not see the truck until it was too late.

Mr. Frankland sais [sic] he had not paid enough attention to see whether the flashing lights were functioning and could not hear, the signal bells because of the train whistle.

Killed in the accident were Bernice Doherty, 49, of Great Falls, Mont., Jeanne Marie Brunelle of Ste. Therese, Que., both passengers in the train, and Reginald Sinjelais of Gatineau, the passeneer in the truck.

The CTC lawyer told the chairman the inquiry was to try and ascertain whether the automatic signals were working and find means to avoid these accidents in the future.

September 27 C.P.R. Line Being Lifted Between Douglas And Eganville

In one month's time the C.P.R. line between Eganville and Douglas will no longer exist and all that will be left will be a graded railway bed and memories in older minds of when the line was a busy one.

A Burlington firm, Penvidic Contracting Co., which builds and tears up railways, has been engaged in the ripping up of the Eganville-Douglas line for the past month.

The line is being lifted from the yard in Eganville for 9.7 miles to the switch in Douglas in the area of where the old station was located.

The line between Eganville and Douglas was closed about three years ago because it wasn't paying for itself. The company recorded thousands of dollars in losses.

10/10/1972 *Ottawa Journal* *Renfrew*

ALL ABOARD!

Fail Foliage Railway Excursion

To Arnprior, Renfrew; Barry's Bay by speciall CNR passenger train in Air Conditioned comfort. See the Ottawa Valley in Autumn splendor. Leave Ottawa Station Sunday, Oct. 15 at 8 a.m. Fares: Adult \$9.50, Children \$5. Sponsored by the Bytown Railway Society. Tickets and Informatton at Hobbyland 93 O'Connor St., 234-7274.

02/11/1972 *Ottawa Citizen* *Kingston (CN)* *Kingston*

Trains delayed

KINGSTON, Ont. (CP) Two trains were stalled for 2 1/2 hours on the main Canadian National and Canadian Pacific rail lines Monday night because of a leaking propane tank in the Public Utilities Commission yard near the tracks. Firemen blanketed the tank with foam, before traffic resumed.

03/11/1972 *Ottawa Citizen* *Alexandria* *Vars*

SANTA ARRIVES IN OTTAWA TO-MOROW AFTER HIS TRIP FROM THE NORTH POLE.

Freiman's Santa Train leaves Ottawa Tomorrow at 8:00 a.m. to meet Santa Claus when he arrives from the North Pole by helicopter. The Special Train will bring him here.

06/11/1972 *Ottawa Journal* *Alexandria*

(Monday 6/11/1972) Its that time again - Santa's in town.

He's rather on the lean side .. Not as roly poly as last year

At least that's the way adults saw it.

But the children didn't seem to care. For them it was his big red suit, his big white beard and his big belly laugh.

They were full of little whispers: "Ist santa".

Everything is big for a little child, especially Santa.

About 2,000 of them rode the special Saturday train from Vars to Ottawa. With Santa. Great big Santa.

They weren't the least bit concerned that modern-day Santas don't seem to have reindeer any more. There wasn't so much as a hoofprint as St.

Nickdrove by automobile from the train station to meet the 15-float Santa Claus Parade - his escort to freiman's Toyland.

More

01/12/1972 *Ottawa Journal* *Beacon Hill Bullet*

Carson Grove gets bus service

Carson Grove residents will have a commuter express service downtown daily, as of Monday.

Capital Coach Lines Co. Ltd. Has been transporting 800 passengers daily from Beacon Hill, Blackburn Hamlet and surrounding area to downtown Place de Ville for the past 18 months.

Now the service is being ex tended to the new community of Carson Grove, located north of Ogilvie Road west of Blair Road..

The service takes about 30 minutes, said Colin Churcher, spokesman for the North Gloucester Transport .Committee, which ran the original service until last June, and now acts as an advisor to Capital Coach.

Mr. Churcher said the now-familiar yellow school buses displace about 550 cars from the Queensway daily. This reduces traffic congestion by more than 15 per cent, he estimated.

Buses will leave the Carson Grove area at 7.45 a.m. and return at 5.12 p.m.

04/12/1972 *Ottawa Citizen* *Beacon Hill Bullet*

Gloucester bus service inaugurates new run

A shoestring bus service started by North Gloucester commuters has turned into a 15-bus system carrying 800 people each way daily.

Even its newest route, an express service from Carson Grove, started off on a successful note today with 44 people riding the 48-passenger school bus provided for the run.

Colin Churcher, of the North Gloucester Transport Committee, said studies show the service has eliminated about 550 cars from the daily rush hour. ' "We asked the regional transit commission to provide this kind of bus service, but they couldn't give us the service we wanted at a reasonable cost." he said. "Our system will eventually be taken over by the region.

The system started a year ago with the committee renting buses from Capital Coach Lines Limited, but last June it was turned over to Capital to operate.

"We were a non-profit organization making a profit for the first six months," Mr. Churcher said. "We used the profit to subsidize off-hour bus runs.

"But now Capital Coach is completely responsible for the service, and presumably they're making money at it."

The express service inaugurated today leaves Carson Grove at 7.45 a.m. from the Ogilvie-Blair intersection. A return bus leaves Place de Ville at 5.12 p.m.

Cost is 50 cents a ride or 12 rides for \$5..

Calumet signals worked - CTC

The Canadian Transport Commission says evidence indicates a truck-train collision at a railway level crossing near Calumet, Que. Aug. 11 was not caused by failure of the automatic signal system.

Three persons died and 22 were injured when a truck and a CP Rail dayliner coach collided at a level crossing east of Calumet.

The commission said in a report released Monday (4/12) that it has no authority to look at civil and criminal aspects of the case.

But evidence indicated the signal system was functioning properly and the train was also operating well except for the speed indicator. The truck had struck the train.

The transport commission report said that the only witness to say that the signals were not operating was the driver of the truck, Michel Emery, 23, of Gatineau, Que.

But other witnesses watching from nearby homes or driving over the crossing just before the accident saw the signal lights flashing and heard the bell ringing, the report said.

The signal system was later found to be in working order by commission inspectors, the commission said.

The train braking system was tested and found to be operating properly on the day the accident happened, the report said.

Passengers on the train also heard the train bell ringing, the commission said.

05/12/1972 *Ottawa Citizen**Lachute**Calumet*

Evidence indicated signals were working

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15/12/1972 *Ottawa Citizen**Kingston (CN)**Kingston*

CN plans new station, elimination of curve at Kingston

Part and parcel of Canadian National's new station project for Kingston is the relocation of a portion of its main line trackage to eliminate a severe curve. To be constructed north of Elliott Avenue, the diversion will be approximately one mile long. The present station is situated about mid-point in the curve. When completed the diversion would permit the railway to operate its Turbo, slated to resume service sometime in 1973, at 80 m.p.h., conventional passenger trains at 70 and through freight trains at 60. Because of the severe curve there is a present 30 m.p.h. speed restriction on all trains.

22/12/1972 *Ottawa Citizen**Chalk River**Sand Point*

Two escape as train hits taxi

SANDPOINT (Special) A taxi driver and his passenger narrowly escaped death Thursday afternoon when a passenger train destroyed their taxi at a train crossing here.

Cleos Desjardins was crossing the tracks at the western end of Sand Point Road when his car stalled on the tracks. Mr. Desjardins immediately noticed a CP Rail train rounding a curve a quarter of a mile away and shouted to passenger Nora Hastings to run for her life.

Seconds later the train struck the car. It flew up into the air and landed on the south side of the tracks. The pair had run about 100 feet from the car and were not injured. No one on the train was hurt.

There was no wig-wag at the Sand Point crossing, seven miles west of Arnprior.