

Local Railway Items from Area Papers - 1976

19/03/1976 Ottawa Journal Kingston (CN) Maitland

Derailment wrecks 3 freight

BROCKVILLE (Special) Three CN rail freight cars were wrecked in a derailment early Thursday in the yard of Brockville Chemicals Ltd., five miles east of here.

Cause of the derailment was not determined. The wreck occurred as a freight train was pulling into the chemical factory yards with supplies. The cars left the rails and turned over. There were no injuries and CN officials said Thursday night the damage has not yet been assessed. The line has been cleared

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07/04/1976 The Courier Alexandria Vars

Two pictures

Some April Fools trick, the conductor of this CN diesel may have thought as he watched workmen loading the Vars station on to a truck April 1. Cumberland Township is moving the station, with the help of a \$13,000 LIP grant and the expert help of Drummond Bros. Ltd of Almonte. "They did an impressive job," Cumberland Recreation Director, Paul Lavigne, said. He also expressed thanks to Laurent Leblanc who donated 400 tons of crushed rock for the museum site and Albertol Bergeron for allowing heavy machinery across his property during transportation of the station.

Born in County Tyrone, Ireland, 89 years ago, Jack Kyle of Vars watches foreman Dave Drummond help dismantle the old Vars station in preparation for its shipment to Cumberland. In Cumberland the station is to be refurbished and used as the township's museum

19/04/1976 Ottawa Journal Maniwaki

Carleton Place Steam Run Out

Destination changes are planned for this summer's steam train excursions organized by the Museum of Science and Technology and the National Capital Commission. Although the run to Wakefield will remain as the backbone of the excursion program, this summer there won't be any scheduled trips to Carleton Place and it is unlikely there will be one to-Maxville. The trips to Carleton Place last year did not prove to be a success. They were only filled to 50 per cent of capacity, said an official in charge of the excursion program. The run to Maxville for the annual Highland Games at the end of July was a success but this year its date conflicts with a planned trip to Smiths Falls for that community's 150th anniversary celebrations. This summer it is expected that the 1201 locomotive will be used.

23/04/1976 Ottawa Citizen Kingston (CN) Morrisburg

TURBO STREAKS TO NEW RECORD MONTREAL

(CP) A Canadian National Railways Turbo train set a new Canadian rail speed record of 140 miles an hour near Morrisburg, Thursday on a special run between Toronto and Montreal.

The Turbo broke the previous record of 129 miles an hour set in March by an LRC (light, rapid, comfortable) train operated by CP Rail between Quebec City and Montreal.

About 100 passengers reporters, railway officials and rail union leaders were aboard during the 20-mile speed test between Prescott and Morrisburg.

The speed trial capped a CNR announcement of increased passenger service in central Canada beginning Sunday.

CP Rail wants to close historic Valley spur line.

DOUGLAS "Poor service can result in the loss of customers," said Rod McNab, manager of the Campbell & McNab Ltd. mill at Douglas. The owners of this feed mill, which has a history dating back to 1854, are anxiously awaiting a verdict from the Canadian Transport Commission (CTC), expected soon.

CP Rail, which has operated a spur line 9 ½ miles from Payne to Douglas since 1894, has applied to the railway transport committee for permission to close down this line on the grounds that it is uneconomic.

The principal customer in Douglas is the mill which ships its products by rail to eastern and central Ontario and to Montreal.

Throughout Renfrew County the mill delivers its livestock feed to farmers by truck, and also collects oats, barley and alfalfa during the growing season. In the winter months grain is shipped by rail from the West, so that the mill on the north shore of the Bonnechere River can maintain an all-year-round operation. On the south shore is a modern hammer mill where dehydrated alfalfa is processed from June to November.

The mill is the main employer in the small village of Douglas, with 22 men working there during peak season, plus truck drivers and clerical staff. Since 1972 the output of this business has more than tripled, although no box-cars have used this railroad spur line during these years.

First application

The spur line from Payne, a junction two miles west of Renfrew, used to run as far as Eganville, seven miles beyond Douglas. The track from Douglas to Eganville were torn up in 1971 following the CPR's application to have the whole of this Eganville subdivision-closed down. The company's application was only partially accepted, for in Order dated June 9, 1970, the Canadian Transport Commission declared that the portion from Payne to Douglas should be maintained.

"Acting on this assurance, we thought that if we increased traffic the line would stay open," Mr. McNab told The Journal. In order to expand the mill business, he has already spent \$100,000 between 1971 and 1973 on equipment, a 6,000 square foot storage shed, new offices and a retail sales outlet. He planned to spend another \$65,000 this year on more equipment.

However, after the 1970 decision of the CTC had been announced, CP Rail asked the mill to load and unload its rail cars at Cobden (10 miles away on the main line) during the winter months, in order to save the rail company the expense of clearing the line of snow. Under this verbal agreement CP Rail (Earl Marr) offered to pay Campbell & McNab Ltd. \$4.50 per ton for trucking costs each way.

Following that winter the rail company persuaded the mill owners to continue this practice. Mr McNab, 30, the fourth generation of his family to operate the mill, said that he and his father, Malcolm McNab, had agreed to this arrangement because the service by rail had sometimes been unreliable.

Trucking more expensive

If CP Rail's present application to officially close the line is allowed, the rail company will no longer pay for trucking costs which have now risen to \$6.20 a ton:

"If this happens, we wouldn't be as competitive," said Mr. McNab, "and our business would suffer." He added that the mill had spent an additional \$80,000 on trucks to haul the cargoes which would otherwise have been loaded and unloaded in the mill's own yard, through which the rail line runs.

Weeds and grass now choke the rail line from Payne to Douglas. The estimate for restoring this line to operating condition is \$50,000 and the cost of annual maintenance would be at least \$20,000.

Although no rail cars moved on this line in the years from 1972 to 1974. CP Rail has calculated what the costs would have been if the line had been used then - the annual figures are \$19,293, \$14,139 and \$24,626.

CTC disobeyed

In their brief to the railway transport committee of the Canadian Transport Commission, the mill owners charge: "The rail company has treated the Order of the Commission with contempt in that it has never kept open the branch line in question; has performed no maintenance or repairs on the line and has permitted the line to fall into disrepair and neglect. The costs of restoring the line now are due entirely to the apparent policy of the rail company to abandon the line, notwithstanding the Order of the Commission."

And the brief concludes: "The abandonment of the rail line at a time when business is expanding will nullify the effort and expenditure of the customer. This is again an instance of the small business being pushed aside to satisfy the large corporation. CP Rail has enjoyed large revenues from this business for many years and bounty generally from Canada."

The application to close the line is also being opposed by the province of Ontario, on the grounds that a rail freight service is important to the economy of the area. Several other business owners in the locality, including lumber merchants, cattle shippers and farm equipment dealers, have declared that they would use the line if regular service were restored.

The old order changeth

The oldest part of the mill is the stone building on the north shore of the Bonnechere River, where the water is held in check by a dam. This has served local farmers for generations, being originally a grist mill for the grinding of wheat. Currently, it is cleaning seed grain for spring sowing its main function nowadays is the production of feed for livestock.

The old mill has not changed much, inside or outside; pulleys and wheels still whirr and roar all over the building and dust hangs thickly in the air. However, there has been one change. Traditionally the power for this early mill was supplied by water wheels, but in recent years the expansion of the business required greater power. Just over two years ago the old mill at Douglas was equipped with Hydro electricity.

29/05/1976 *Ottawa Citizen**Beachburg*

Man injured by train

An 18-year-old Nepean man is in critical condition after being struck by a train early today while walking near the railway overpass on Green-bank Road, just north of Sir Robert Borden High School.

Michael Ventura of 27 Headingly Cres. underwent surgery in Ottawa Civic Hospital.

Nepean police said the man was hit by a 95-car express train about 12:13 a.m. Police said the rail overpass is often used as a shortcut by pedestrians.

31/05/1976 *Ottawa Journal**Beachburg*

Cowcatcher saves youth's life

Police say a cowcatcher on a train saved the life of 18-year-old Michael Ventura who was involved in one of two area train mishaps Saturday night. The Ottawa youth is in critical condition in Ottawa Civic Hospital after being struck on the CN overpass on Greenbank Road. Police say the cowcatcher, carried the youth down the tracks, stopping him from being run over.

31/05/1976 *Ottawa Citizen**Lachute*

Car-train crash kills Hull woman

One person was killed and one injured in a car-train collision in Gatineau early Saturday morning.

Dead is Micheline Filion, 19, of 223 Boulevard Gamelin, Hull. The driver of the car, Luc Beauchamp, 18, suffered head injuries and is in fair condition at Ottawa General Hospital.

Police said the accident occurred when the car ignored a red flashing light over the level crossing at the intersection of Maloney and Montee Paiement Street. The car, a 1973 Vega, was demolished.

Woman killed in car-train crash

Arnprior. A car-train collision about four miles east of here Wednesday claimed the life of an Arnprior area woman.

Mrs. Lola Moorehead, 59, of RR 1, Arnprior, was alone in a car travelling south on the Galetta side road about 8:30 a.m. when it was struck by a westbound Canadian Pacific freight.

Hank Manders, who lives about 50 yards from the crossing said he heard the train whistle, looked out and saw the train hit the front side of the car. The car was hurled about 40 feet against the signal post.

There were no lights or wig wags at the crossing.

22/06/1976 *Ottawa Journal**Maniwaki*

A hole lot of work to get ready

Doug Scoyne, a 25-year-old railway man and boiler insoector for CP Rail, is busy these days grooming, inspecting and making engine 1201 ready for her annual debut pulling excursion trains from the Museum of Sacione and Technology to Wakefield. Built in 1944, the Pacific-class locomotive is one of only a handful of steam locomotives still pounding the rails in North America. Keeping her that way, however, means a hole lot of hard work.

(with picture)

29/06/1976 *Ottawa Journal**Walkley Line*

The freight train robbery

Three juveniles were arrested Monday following a break-in and theft from a freight train which was parked on a siding in the city's south end.

Police said the three boys, ages 12, 14 and 15, broke into the railway freight car overnight while it was parked on a siding at Banff and Ledbury Streets.

Police recovered camping equipment and several citizen band radios valued at about \$4,000 when they arrested the boys.

05/07/1976 *Ottawa Citizen**Belleville**Perth*

Perth. Canadian Pacific Railroad crews are working today cleaning up the aftermath of a train derailment along the main line four miles east of here.

Thirty cars of a 94-car freight train bound for Montreal from Toronto went off the tracks about 11.30 p.m. Sunday. The freight cars were piled two and three high in places.

CP Rail officials said that there were no dangerous commodities being carried by any of the derailed cars. Most of the cars contained wood and building materials.

There have been no estimates made of the damages caused to the rail line and the cause of the mishap has not yet been determined.

Five hundred feet of track were torn up in the derailment. CP Rail spokesman Herb Brookes said that they hoped to complete repairs by midnight tonight.

Meanwhile all freight deliveries between Toronto and Montreal have been postponed.

Railway officials said there were no injuries in the mishap.

05/07/1976 *Ottawa Journal**Belleville**Perth*

30 rail cars jump track near Perth

PERTH (Special) No one was injured when 30 cars of a 94-car CP freight train were derailed near here about midnight.

Perth OPP said a "hot box" in one of the cars caused the derailment. A hot box occurs when the gears overheat and jam causing the wheels to seize.

Damage to the rail line is extensive, police said. The line will be closed for at least 24 hours until heavy equipment can clear the debris.

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05/07/1976 *Ottawa Journal**Maniwaki*

Summer's first chug for old Engine 1201

Belching steam and black smoke, its whistle screeching and bell tolling, a Canadian Pacific Railways steam locomotive was back on the tracks Sunday for the first time in 16 years.

Locomotive No. 1201 pulled five vintage CPR passenger cars out of Ottawa Sunday morning to begin this summer's steam train excursions to Wakefield, Que.

Before it was retired in 1960, the locomotive travelled more that a million miles, mostly on the "Perth local" run from Montreal to Smiths Falls.

The only remaining example of two prototype engined built by CPR's Montreal shops in 1944, No. 1201 sat quietly in the National Museum of Science and Technology from 1967 to 1973. Since then, it has been rebuilt to haul the steam train excursions sponsored by the National Capital Commission.

No. 1201 was also converted to burn fuel oil instead of coal, because good locomotive coal is too costly and scarce these days, said Duncan duFresne, one of the crew members on Sunday's run.

The old steam locomotives had a special charm because they left little to automation; unlike modern dlesel engines said Mr. duFresne, who worked as a CPR fireman in the last days of steam.

"Their performance and the handling of their power relies entirely on the skill of the crew," he said. "The engine is very much an extension of the crew."

Now an air traffic controller, Mr. duFresne said he finds working on the steam runs a relief from his highly-automated, full-time job.

"It's a joy to come and work on this thing," he said:

"These old steam engines, there was just something about them," agreed Lome Blackburn, engineer for Sunday's excursion.

"You were more or less part of them, you know," added Mr. Blackburn, a CPR engineer who had handled both steam and diesel engines.

The excursions leave the station at the National Museum of Science and Technology, 1867 St. Laurent Blvd, every Wednesday and Sunday until Sept. 5 at 10 a.m. and arrive back in Ottawa about 4: 15 p.m.

05/07/1976 *Ottawa Citizen**Belleville**Perth*

CP Rail line at Perth closed after spectacular derailment

Canadian Pacific Railroad crews are working today cleaning up the aftermath of a train derailment along the main line four miles east of here.

Thirty cars of a 94-car freight train bound for Montreal from Toronto went off the tracks about 11:30 p.m., Sunday. The freight cars were piled two and three high in places.

CP Rail officials said that there were no dangerous comodities being carried by any of the derailed cars. Most of the cars contained wood products.

There have been no estimates made of the damages caused to the rail line and the cause of the mishap has not yet been determined.

Thousands of feet of track were torn up by the derailment leading to the closure of the line for at least 24 hours. Railway officials also said there were no injuries in the mishap.

Monday Rail line clean up goes on

PERTH Freight train operations on the westward section of the CP Rail line resumed at 8 a.m. today as crews continued to clean up the aftermath of a major train derailment late Sunday, a CP spokesman said.

Thirty cars of a 94-car freight train were derailed near here and about 1,000 feet of track was torn up in the accident which was apparently caused by a broken axle in one of the cars, the spokesman said.

He said 14 of the derailed cars had been righted. He did not know when the eastbound line would be back in operation. "It will be several days before everything is back to normal."

In the meantime, he said, freight cars will be re-routed over CN tracks via Brockville to Brighton in both directions.

No one was injured in the accident and damage could reach \$1 million.

The affected line lies on the Toronto-Montreal run.

06/07/1976 *Ottawa Citizen**Belleville**Perth*

Freight detour discontinued

CP Rail reopens westbound line

PERTH (Special) CP Rail work crews have cleared the west-bound section of the main railway line near here allowing the first freight train to use the track since a 30-car derailment Sunday night.

Both the east and westbound line had been blocked after 30 cars of a 94-car freight train derailed Sunday night.

Rail cars containing wood and building supplies piled two and three high. About 1,000 feet of tracks were torn up in the mishap.

The first freight was scheduled to leave Smith Falls bound for Toronto at noon today. Work on the westbound line was completed at 8 a.m. today and CP officials hope to finish repairs to the eastbound line by this evening.

A number of CP freight runs were detoured Monday onto Canadian National lines through Brockville and Brighton. CP officials say they have discontinued the detour.

09/07/1976 *Ottawa Citizen**Chalk River**Renfrew*

Loser in car-train bout

RENFREW A 75-year-old man escaped with cuts and bruises Thursday after his car was struck by a train at an intersection in the town. James D. Ferguson of Renfrew was driving across the tracks at Munroe Street when the train hit his car on the passenger side and pushed it about 190 feet along the tracks. The car was extensively damaged the train - the westbound CP Rail Canadian - was on its way in 30 minutes. Mr. Ferguson was taken to Victoria Hospital where he remained overnight

22/07/1976 *Ottawa Journal**Prescott**Smiths Falls*

30,000 will visit 11-day celebration (Smiths Falls 150th anniversary)

On Saturday July 31, a special return run of the 1201 steam locomotive will be made from the National Museum of Science and Technology, with 250 nostalgic passengers on board. Tickets go on sale at Ottawa on Monday.

05/08/1976 *Ottawa Journal**Smiths Falls**Moodie Drive*

Man injured in collision with train

A 24-year-old Gloucester Township man is in fair condition in Ottawa Civic Hospital following a truck-train accident Wednesday.

Nepean police said Ronald McCooeye, of Goth Street, Blossom Park, was the driver of the truck which smashed broadside into a train at the Moodie Drive crossing just south of the Fallowfield road about 9.00 a.m.

The force of the impact derailed two cars and ripped up a portion of the track.

The track was repaired late Wednesday night. No one was injured on the train. Mr. McCooeye suffered severe leg injuries.

13/08/1976 *Ottawa Citizen**Kingston (CN)*

Historic rail line fades out

RENFREW A 20-minute hearing by the Canadian Transport Commission was told Thursday the abandonment of 12 miles of historic rail line between here and Calabogie would have absolutely no impact on the local economy.

Described by chairman John Gray as "the shortest hearing I've held on a rail abandonment," it was told that neither communities or other companies would suffer if Canadian Pacific Rail closed the line.

Harold McGinn of Smiths Falls, supervisor with the CP Rail, said the last train to run on the line was in 1970. This consisted of 18 carloads of hay from Calabogie to Vermont.

"The line has deteriorated and much of the rail is in poor shape," said Mr. McGinn. The right of way, which is used by snowmobilers in winter, is largely overgrown with brush, grass and weeds.

There has been no regular service on the line since 1961 when the line south of Calabogie was abandoned. The last shipment to Calabogie was received in 1966.

Mr. McGinn said that the area affected by the line is served by trucking companies operating out of Renfrew and there is Canadian National and CP rail service in Renfrew.

Mayor Norman Wilson of Renfrew said the town does not oppose the closing of the line and suggested that the right of way be turned over to the county of Renfrew to be maintained as a public trail and recreation area.

Nature trail

"Such a venture would meet and blend with a similar nature trail in Lanark County which is built along the same line which was closed earlier," he said. The proposal has not yet been put to county council.

Mr. McGinn said that company practice on abandoning lines has been to give adjacent landowners the first right of refusal on buying the right of way.

He said that it would cost about \$820,000 to rehabilitate the line to the point where it could be used for traffic up to 25 miles per hour. It would cost \$46,000 a year to maintain the line in that condition.

Mr. McGinn said there appears to be no future need for the line in the Calabogie area. He said that a study carried out last year by Hilton Mines Ltd. of Bristol, Que., showed it would be economically unviable to develop low-grade ore deposits owned near Calabogie by Algoma Steel Ltd. CP Rail would continue to maintain 1.6 miles of line outside of Renfrew but the remaining 12.8 miles to Calabogie would be closed. The railway transport committee of the CTC will make a ruling on the application later. There were no objections to the closing.

The line, known as The Renfrew Spur, is part of the original railway constructed from Kingston to Renfrew by the Kingston and Pembroke Railway Company in 1871-75. The line, which was first built to supply the Kingston area with raw materials from the north, has been operated by CP Rail since 1913 on a 999-year lease.

Bomb scare delayed Turbo

MORRISBURG Ont. (CP) Two CNR Turbo trains travelling between Toronto and Montreal were stopped and searched Thursday night after CNR officials received two phone calls warning that bombs have been placed aboard the trains.

No bombs were found.

About 150 persons on the turbo train travelling to Toronto had to wait three hours in a field near Morris-burg while police searched the train for a bomb.

The train was stopped about 12 miles west, of this community 35 miles east of Brockville. The passengers got off and provincial police from Prescott and Morrisburg searched all the baggage on board.

In Brighton, about 90 miles east of Toronto, about 150 passengers travelling to Montreal were delayed for about an hour while that train was searched.

John Noel, head of the public information section of CNR in Toronto, said a person called at about 7 p.m. Thursday to warn that a bomb was aboard one of the trains. Soon after the first train was cleared to proceed, a second phone call was received.

"This time the caller said that he had given us the wrong train the first time," Mr. Noel said, "and that the bomb was really on the turbo out of Montreal."

30/08/1976 *Ottawa Citizen**Renfrew**Arnprior*

ARNPRIOR Two women remain in hospital in Ottawa after , being trapped in this car following a car-train collision in Arnprior Friday. Irene Carmichael, 70, of RR 1, Braeside, is in fair condition and her daughter, Jean Kinkade, 48, of Sand Point, is in good condition. The mishap took place at the CN crossing on Campbell Street. The women were trapped inside the wreckage until OPP Constable John McCann pried open a door.

07/09/1976 *Ottawa Journal**Alexandria**St. Lawrence Cement*

Vandals derail locomotive

Vandalism by youths is believed to have caused the derailment of a diesel locomotive and a 100-ton cement car at the St. Lawrence Cement Company yard on Star Top Road Sunday afternoon. Company manager Gerard Payer said that "kids" apparently released the air brakes on nine 100-ton CNR cement cars, causing them to roll 1,000 feet down their siding. The cars, with a weight totalling 900 tons, rammed into a company-owned diesel, sending it crashing through a guardrail at the end of the siding, Mr. Payer said. The diesel was forced into a ditch about 8 feet from Innis Road. The first loaded cement car jumped the tracks and flipped onto its left side. Mr. Payer was not able to give an immediate estimate of damage. There were no injuries.

07/09/1976 *Ottawa Citizen**Alexandria**St. Lawrence Cement*

Untethered flight

Officials at the St. Lawrence Cement Company are blaming vandals for this train accident that occurred about 3 p.m., Monday. A company spokesman said today that "kids" released air brakes on nine freight can on a aiding on their Innis Road, property. The cars rolled about 1,000 feet down the track, picking up the shuttle engine along the way. When the cars came to the stopper at the end of the line they snapped it off, pushing the engine into the ditch and causing one car to flip over.

27/09/1976 *Ottawa Citizen**Lachute**Gatineau*

Train hits car, injuries minor

Three persons escaped serious injury Sunday when their car was struck by a westbound train at the CP Rail crossing in Gatineau at Paiement and Maloney boulevards.

Roger Marion, 23, of 1375 Prince of Wales, Ottawa, driver of the vehicle, and two passengers were taken to Ottawa Civic Hospital and treated for minor cuts and bruises.

The passengers were Francine Connelly, 23, of 376 Gauthier St., Gatineau, and Liane Wise, 23, of 125 Putman St., Ottawa.

Police said the train struck the rear of, the car as it crossed the tracks at 8:50 p.m. Crossing signal lights were flashing at the time.

29/09/1976 *Ottawa Citizen**Lachute**Papineauville*

Lawsuits from '73 train-truck collision heard in Hull Court

Hearings into lawsuits involving damage claims of more than \$I million resulting from a Papineauville train-truck collision three years ago started in Hull court today.

In one suit CP Rail is claiming \$I million from a local trucking company. In the other, a Papineauville family is claiming damages of \$167,800 from CP Rail and the same trucking firm, Geralin Inc.

In the second suit, the Quebec Solicitor-General's Department is also named.

Mr. and Mrs. George Lalande's house was destroyed on the morning of April 11, 1973, after a truck owned by Geralin struck a 100-car freight train at a level crossing, resulting in a 20-car derailment.

One of the train's three engines also jumped the tracks. Bunker C oil from the derailed tanker cars spewed out ablaze and set fire to the nearby two-storey house where the Lalandes lived with their daughter, her husband, and nine grandchildren.

Although four members of the family were home at the time, none were seriously injured.

The blazing inferno, fought for several hours by 100 firemen, also forced the evacuation of 300 nearby residents because one of the tanker cars contained highly toxic chlorine. Truck driver Leo Boutet of St. Basil, Que., 17 at the time, jumped clear of his truck moments before it smashed into one of the locomotives. He told police his brakes failed as he approached the level crossing.

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Truck's brakes faulty prior to crash

An hour after a teenager was warned about the condition of a truck he was driving it crashed into a CP freight train at a level crossing on Highway 418 near Papineauville, Hull court was told Wednesday.

The court heard that the warning was given by Thurso garage owner Roma Rossignol who was in the court on the first day of hearings into law suits involving damage claims of more than \$1 million resulting from the train-truck collision on April 11, 1973.

Mr. Rossignol said the driver of the truck, Leo Boutet, told him he was in too much of a hurry to bring the truck in for more extensive repair work during a service call between 8:30 and 9:30 a.m. the day of the crash.

He said he discovered the brakes were frozen during the call but managed to free them beside the road. He urged Mr. Boutet to at least stop at a place on the way out of Thurso where more antifreeze could be put into the braking system.

QPF Corporal Robert Claude said Mr. Boutet, who was 17, did not have a permit to drive a tractor-trailer.

Witnesses estimated the truck, which was carrying a full load of woodchips, was going at about 35 miles per hour as it approached the crossing at Papineauville, which is 40 miles east of Hull.

The collision - which Mr. Boutet survived - sent one of the train's three engines plowing into the home of Mr. and Mrs. George Lalonde who lived with their daughter, her husband and their nine children.

Although four members of the family were home at the time, none was seriously injured.

However, the two-storey house caught fire and was destroyed.

A large part of the bunker oil which spilled from 20 derailed cars was also destroyed. One of the overturned cars contained highly-toxic chlorine, forcing the evacuation of 300 nearby residents.

01/10/1976 *Ottawa Citizen**Lachute**Papineauville*

Runaway Steel

Trapper tells court how crash wrecked house

By Mark Van Dusen Citizen staff writer

Life was crowded but happy in the little house below the railway tracks until the day that tons of runaway steel exploded into the picture.

That day was described in court at Hull Thursday by one of the people who lived in the house near Papineauville, 68-year-old George Lalonde, a trapper.

Mr. Lalonde was testifying at the second day of a hearing of lawsuits involving damages of \$167,000 from CP Rail, a trucking firm, a truck driver and the Quebec Solicitor-General's Department.

The suits result from a train-truck crash on April 11, 1973. CP Rail revised its claim Thursday against the trucking firm, Geralin Inc., of Portneuf, to half a million dollars from its original estimate of \$1.2 million.

The collision happened at 10:30 a.m. at a level crossing one mile east of Papineauville on Highway 148. Involved were a tractor trailer owned by Geralin, and a 54-car CP Rail freight train bound for Ottawa from Montreal.

On the first day of the hearing, the court heard that the driver of the tractor trailer, Leo Boutet, 17, was not licensed to drive the vehicle which was laden with wood chips.

The court was also told he had been warned against driving the truck when the brakes froze only an hour earlier.

In the collision, the second of the train's three engines burst into flames and was sent churning from the railroad bed above the two-storey frame house where George Lalonde was sleeping.

Although 14 people lived in the house Mr. and Mrs. Lalonde, a daughter-in-law, their daughter, her husband and their nine children only five were home. Most of the children had only recently left for school.

The diesel dug a trench in the land as it hurtled toward the house, and the third engine nose-dived, derailing 20 cars. Blazing oil from overturned tankers washed against the house, setting it on fire. T

A car containing highly-toxic chlorine rolled to rest against one wall of the house. More than 300 people were evacuated from the area.

The engine came to rest against the house, nudging the outside kitchen wall. Ironically, George Lalonde might be dead if it hadn't.

Twenty-six years of living near made him immune to the rumble three or four times a day.

"The jolt woke me up," he told the hearing. "I only had time to pull on a pair of boots, my pants and an undershirt. The flames were coming in the windows."

The others got out ahead of him. The house and four outbuildings were destroyed. There was no insurance.

Mr. Lalonde, who needed help itemizing his lost trapping, hunting and fishing equipment because he can't read, was the first of the family to appear at the hearing.

His life of trapping muskrat 250 pelts and 300 traps were destroyed in the fire along the Ottawa River, prompted a Montreal lawyer to comment, "I didn't know people lived like that any more around here."

Diminutive, bent, head cocked for better hearing, Mr. Lalonde set off ripples of laughter in the courtroom with his wry answers which were usually accompanied by a wink and a smile.

But all were silent when he told how he and his wife, who is over 80, lived in a trailer for five months following the accident, and how they are now renting lodging at a neighbor's for \$50 a month.

The rest of the family moved to the upstairs of the CP Rail station in Papineauville rent-free.

Nobody laughed when Mr. Lalonde said CP Rail bulldozers cleaning up after the wreck flattened his strawberry patch.

"I don't want any handouts from anybody," he said outside the courtroom. "All I want is enough money to build a house for me and my wife to spend our last days."

CP Rail lawyer Albert Gadbois said the company, in revising its claim against Geralin, based the new figure of \$507,624 on more detailed accounts not previously tabulated.

In earlier testimony, engineer Douglas Chalmers who was driving the train when the truck hit, said he did not know what kind of freight the cars contained.

He said he could see the road up to the beginning of a curve but did not see any vehicles as he approached the crossing.

Other members of the Lalonde family were to itemize their losses today.

14/10/1976 *Ottawa Citizen**Maniwaki**Ottawa*

Winter Warmer

Winter is coming and a cover has been placed over this locomotive at the National Museum of Science and Technology on St. Laurent Boulevard.

(With a picture of 1201)

MP attacks condition of Hull station

The condition of Hull's Canadian Pacific Railway station, built by the National Capital Commission in 1967, has come under fire by New Democratic Party transport critic Les Benjamin.

The member of parliament from Regina-Lake Centre went to inspect the station Friday, after receiving complaints from Transport 2000, a national federation of citizens concerned about passenger transport.

"The building itself is good enough but its not being looked after and not being manned," said Mr. Benjamin after looking over the station, which serves passengers travelling from Hull to Montreal.

Mr. Benjamin pointed out that the two display windows in the front of the station are badly cracked and the cracks are covered over with masking tape. The station sign facing the road was broken and never replaced, and paint is flaking off the verandah ceiling along the side of the station. The once asphalted driveway entrance has been torn up for a sewer and covered over by loose gravel, and the small parking lot in back of the station is unpaved.

Harry Gow, president of Transport 2000, said the deteriorating condition of the station is bound to result in even further damage.

Mr. Gow, himself a Hull resident, said one of the windows has been cracked for more than a year and no attempt has been made to replace it.

Mr. Benjamin criticized the CPR for not having an agent at the station to sell tickets and provide schedule information. Passengers must buy their tickets on the train and no schedules are available.

He blamed the condition of the station, which cost a quarter of a million dollars to build, on CPR's lack of interest in providing adequate passenger train service.

Mr. Benjamin also blamed the federal Ministry of Transport for not paying enough attention to passenger rail services.

"There are only 27 people in the Ministry of Transport looking after rail, as compared with 1,000 people for air transport," he said.

Harry Eaton, CPR assistant superintendent for this region, said this was the first time he had received any complaints about the Hull station.

Mr. Eaton agreed that the station was not in perfect shape, but said the number of passengers using the station would not warrant the investment involved in fixing it up.

02/11/1976 *Ottawa Journal**Winchester**Monkland*

CP derailment slashes highway.

CORNWALL (Special) Heavy damage was reported after a train derailed Monday while travelling east through a Highway 43 crossing, at Monkland, about 15 miles north of here.

Half of the cars of a CP Rail freight train went off the track just as the train was entering the village. Some of the cars were empty at the time.

Workmen from Valleyfield and Apple Hill were brought in shortly after the crash to clean up. They were still clearing damaged equipment early this morning.

Meanwhile, traffic on Highway 43 was being diverted. Trains used alternate tracks.

About five of the freight cars lay spread across the highway with much of their cargo - paper and photographic material - strewn about the area.

About 10 feet of pavement on either side of the track was ripped up.

02/11/1976 *Ottawa Citizen**Winchester**Monkland*

20 freight cars spill off rails

MONKLAND (Special)

Twenty cars of a 44-car Toronto-bound Canadian Pacific Rail freight train went off the tracks about 2:45 p.m. Monday at a Highway 43 crossing, about 20 miles north of Cornwall.

A CP Rail official said this morning the derailed cars carried mostly paper products and some were empty car carriers.

He said tracks are inspected every day from the Smith Falls offices and other trains had used the line earlier in the day.

No one was injured in the mishap. Railway officials are still looking for the cause of the derailment.

Police said it is expected to take 24 hours to reopen the crossing to traffic.

03/11/1976 *Ottawa Citizen**Winchester**Monkland*

Railside mess

MONKLAND Cleanup crews from Canadian Pacific Rail are continuing efforts to clear the track and road following a 20-car derailment 20 miles north of Cornwall Monday afternoon. The mess created by the spilling of rail cars and their cargo, mostly paper products, has blocked Highway 43. Officials have been unable to say when the area will return to normal.

10/11/1976 *Ottawa Journal**Montreal and Ottawa**St. Eugene*

Train-car crash kills 2

HAWKESBURY (Special) A coroner's inquest is to be held into the deaths of two persons killed when their car was hit by a train Tuesday at St. Eugene. Richard Proulx, 19; driver of the car, and his sister Murielle Mayer, 25, died when their car was struck by a CP Rail passenger train on County Road 14. The car was dragged more than half a mile before the train was able to stop.

10/11/1976 *Ottawa Citizen**Montreal and Ottawa**St. Eugene*

HAWKESBURY Two St-Eugene residents died in the wreckage of this car when it collided with a Canadian Pacific Rail train at a crossing on a County Road, one-half mile north of St-Eugene. Richard Proulx, 19, driver of the car, and his sister Mrs. Murielle Mayer, 25, were killed when the south bound automobile collided with the westbound train about 12:30 p.m. Tuesday. St-Eugene is about 14 miles north of Hawkesbury.