

# Local Railway Items from Area Papers - 1993

**23/01/1993** *Ottawa Citizen*

*Kingston (CN)*

*Brockville*

Woman killed by train in Brockville

A 23-year-old woman was killed when hit by a train in Brockville Friday.

Ontario Provincial Police say the woman was apparently walking along the tracks east of Oxford Street at about 3 p.m. when the accident occurred.

The train's crew spotted her, police say, but were unable to stop in time.

The woman's name was not released as relatives had not yet been notified.

Ottawa Citizen 24 January 1993

Woman hit by train

A woman died Friday when she was hit by a Canadian National freight train in Brockville. Laurel Rafuse, 23, a patient at Brockville Psychiatric Hospital, was walking on the tracks near the Oxford Street crossing at the time.

**27/01/1993** *Smiths Falls Record*

*Chalk River*

COUNTY COUNCIL WANTS RAIL CORRIDOR RESERVED: If CP Rail System receives permission to abandon major portions of its Chalk River Subdivision, the Lanark County Council wants to ensure that the right-of-way is preserved as a future transportation corridor. In conjunction with Renfrew County and the Regional Municipality of Ottawa-Carleton, Lanark has sent a letter to the National Transportation Agency expressing concern over the possible loss of the corridor. "The purpose is to try and retain the property for use as a transportation corridor in the future when sanity returns to our society," said a spokesperson. (Branchline).

**03/02/1993** *West Quebec Post*

*Maniwaki*

*Wakefield*

HOTEL MAY BE BUILT IN CONJUNCTION WITH FAKEFIELD TOURIST TRAIN OPERATION: Marc Grondin, Hull tourist promoter and owner of the Wakefield steam tourist train operation, has announced that he is looking for a national hotel chain to build a facility in Wakefield, adjacent to the proposed new Wakefield station. The project is subject to the installation of appropriate sewer and water services and would serve to "anchor" the northern end of the train's operations. (Branchline)

**18/03/1993** *Le Droit*

*Maniwaki*

PROVINCIAL CHARTER REQUIRED FOR WAKEFIELD TOURIST TRAIN: A private member's bill is now before the Quebec National Assembly which would grant a provincial railway charter to the company operating the Wakefield tourist train. The need to secure a charter was required after CP Rail System indicated that it would not allow the company access to run over its Lachute Subdivision between Hull and Laman until it was recognized as a provincially-chartered railway. (Branchline).

**31/03/1993** *Rideau Record*

*Smiths Falls*

*Smiths Falls*

The Smiths Falls Railway Museum has received a \$58,000 grant from the Community Features Committee of Lanark/Leeds and Grenville Counties. The money comes following an earlier federal government injection, also \$58,000. (Branchline).

**08/04/1993** *Ottawa Citizen*

*Winchester*

*Mountain*

Valley train derailment is village's second in 11 years.

By Dave Rogers Citizen staff writer

Just as she was about to cut into her daughter's birthday cake Wednesday, Marrion Johnson heard the grinding metallic noise of an eastbound freight train and glanced up.

She was just in time to see 19 CP Rail hopper cars jerk violently and jump the track, spilling linseed and corn meal into the ditch right beside her house.

"A lot of earth was flying around and we could hear the crunching of steel as the cars started leaving the track." Johnson said Wednesday night. "There was a strong burning smell from the train and a lot of sparks. I told everybody to jump up because there was a train wreck."

Three cars at the end of the train remained upright, but others blocked both tracks on the line. No one was injured in the accident and CP officials say the train was carrying no toxic substances.

Mountain is about 60 kilometres south of Ottawa, near Kemptonville. The sudden derailment on the main CP freight line between Toronto and Montreal is expected to close the track for 48 hours.

CP officials said they don't yet know what caused the derailment. But the neighbors aren't pleased.

When a train derailed in the same spot 11 years ago, Johnson said, "a steel control box slammed into a maple tree on the front lawn, just missing our house."

Carol-Ann Arcand, Johnson's adult daughter whose birthday party was interrupted by the action, was terrified.

"We all rushed outside to see whether the train contained chemicals. It was a relief to see it was grain.

"For weeks, the trains passing by the house haven't sounded right," she added.

Carol O'Brien, who lives a few houses away from the crossing, said she too is relieved that the train carried no toxic chemicals.

"We were lucky it was only agricultural products," O'Brien said. "I see a lot of chlorine cars going past here every day."

Blake Jones, a CP Rail investigator, said CP will probably use a nearby CN Rail line until a crane crew from Toronto can place the derailed cars back on the rails.

**20/04/1993** *Ottawa Citizen*

*Prescott*

COMMUTER RAIL LINK MENTIONED FOR OTTAWA-HULL REGION: CP Rail System has announced that it is considering whether its Ellwood Subdivision can be used as the basis for a commuter rail link between Hull, Quebec, and Ottawa, Ontario. A key element of this approach is the company's "Prince of Wales Bridge" which carries the Ellwood Sub. across the Ottawa River.

The announcement came after a flurry of public opposition on the Ontario side to Quebec proposals that a new automobile bridge be built across the Ottawa River in order to ease rush hour congestion - primarily from Quebec traffic heading to Ottawa. Regardless of where the bridge was to be located, it would have a major impact on local neighbourhoods and the public outcry was so great that municipal officials in Ontario distanced themselves very quickly from any such project.

So far, CP isn't making any firm commitments as to what action will arise from the study. The announcement was warmly received in Ottawa, however.

(Branchline).

Busy year predicted for Wakefield steam train.

Operators of the Wakefield Steam Train are hoping to double their passenger volume this year. In a pre-season press release, operator Marc Grondin predicted that he would carry upwards of 75,000 passengers during the forthcoming season.

Over the winter, a new shop has been built at the railway's Trent Yard in the north end of Hull and 2-8-0 locomotive No.909 has undergone boiler and firebox work to the tune of \$50,000. Meanwhile Grondin has also announced that a traditional style of water tower will be erected in Wakefield adjacent to the south end of the turntable lead. This handy fixture will do away with last year's time-consuming effort of having to pump water from the nearby gatineau River during 909's layover. (Branchline).

08/06/1993 *Ottawa Citizen**Lachute*

Man injured when train strikes car

A Gatineau man was seriously injured when he stopped his car at a railway crossing Monday. Police say he stopped for the flashing lights on Boulevard de L'Aéroport about 1 p.m. but forgot to check to his right. An eastbound train slammed into the passenger side of the car. The 49-year-old driver, whose name police did not release, was in critical condition late Monday.

16/06/1993 *Brockville Recorder**Brockville**Brockville*

City council has finally designated Brockville's railway tunnel under the Ontario Heritage Act. Shown here in a 1953 photo with a CP engine 3011, the tunnel is 132 years old today.

Getting tunnel designated as arduous as building it.

Ask a city councillor to name a few of Brockville's historical gems, and the railway tunnel at Water Street is bound to be mentioned.

Why, then, did it take nine years and three attempts to get Canada's first railway tunnel designated under the Ontario Heritage Act as a property of architectural and historic significance?

On December 8, council passed the bylaw designating the tunnel's two portals, along with the first 30 metres of the south end of the tunnel that is opened for display each summer. The tunnel is 132 years old today after opening to rail traffic on December 31, 1860.

The historic designation passed unmarked by aldermen and Mayor John Doran December 8. Instead of calling attention to the item, councillors let the bylaw stay buried amongst a host of others.

"It's probably because we were so wound up in the budget process and the sewer surcharge," said Aid. Gall Abrams, a member of the ad-hoc tunnel committee, which has now disbanded.

"I certainly noticed it, but I've been feeling the hounds nipping at my heels all fall. It's been such a busy schedule at council and at work."

The first failed attempt to have all or part the tunnel designated came in 1983. The same year the property was first turned over to the city by Marathon Realty.

History repeated itself in 1985 and again in 1990. Each time, the designation was denied for the same reason; some aldermen and city staff worried the restrictions that come with designating a property under the act could hamper future attempts at repair or renovation. Officials fretted the city could, face exorbitant costs if the repairs had to be carried out according to authentic 19th century specifications.

By citing only the north and south entrances in the designation bylaw, council remains free to repair, renovate or even fill in the length of the tunnel as it sees fit. Heritage Brockville has always wanted, the entire tunnel, from Water Street to Pearl Street, designated as a historic structure.

"This is an important first step," said Heritage Brockville chairman Gary Tristram.

"At least now we can get some official recognition for it and now the city can try to get some grant money for repointing or other things."

As he told council in 1990, Tristram said his group would never stand in the way of critical repairs to the 1,730-foot tunnel.

"I don't think the Heritage Brockville of the day is the kind of group to go around chaining itself to posts or anything. We've been very amicable and open to discussion," he said.

"We didn't hold up the de-designation of the Methodist Church. We realized it was a danger," he added, referring to the removal of the historical designation of the burned-out church on Court House Square earlier this year. The church has since been demolished for a parking lot.

"If the tunnel were to cave in, we'd probably do the same thing. We're supposed to be here to work together."

Tristram isn't surprised it took this long to have the tunnel designated a historic property.

"Not any more. I've been chairman for five years now. You get used to it," he shrugged, adding issues of heritage tend not to take centre stage.

It may still be a year or so before Heritage Brockville installs a plaque at the tunnel's south entrance to mark the historic designation.

The group has a limited budget and prefers to accumulate an order of at least five historic plaques before having them made up by a Merrickville foundry, Village Metalsmiths.

Tristram said his board will also want to consult with other groups such as the Brockville Museum about the wording of the plaque.

The cornerstone for the tunnel was laid on September 16, 1854. The tunnel became a critical line in the Brockville and Ottawa Railway Co., which was later absorbed by

the Canadian Pacific Railway system. Excavation materials from the project created what is now the large area park area in front of the tunnel. The tunnel remained in use until the 1950s.

In 1985 the two portals were reinforced and strengthened. In June of 1988 the large wooden doors at the tunnel's south end were opened to the public. An 85-foot walkway was installed and exhibits erected to tell 'the history of the tunnel.'

In 1989, \$20,000 was spent to clean up the north entrance. Two years ago, local residents and re-enactors donned costumes to commemorate the 1854 laying of the cornerstone.

17/06/1993 *Ottawa Citizen**Chalk River*

CP APPLIES TO ABANDON LINE IN OTTAWA VALLEY:

On June 11, CN North America and CP Rail notified the NTA of their intent to establish a new partnership that will provide a single railway route for their competing freight services between western Quebec and North Bay, Ontario.

Under the provisions of the CNCP Ottawa Valley Partnership agreement, CP Rail System has filed a notice with the NTA that it intends to apply for the abandonment of its Chalk River Subdivision from mile 0.4 at Smiths Falls to mile 95.6 in Pembroke, and from mile 105.0 Camspar to mile 115.3 Chalk River; and the North Bay Subdivision from mile 0.0 Chalk River to mile 72.3 Mattawa.

The partnership agreement identifies CN North America's 273-mile line from de Beaujeu, Quebec, to North Bay, which passes through Ottawa and Pembroke, as the most efficient route. The route is flatter and is 46 miles shorter than CP's route. The CP lines between Pembroke and Canadian Forces Base Petawawa, and between Mattawa and North Bay will be transferred to the partnership, as will the abandoned rights of way. In the City of North Bay, the CP main line will become the partnership route. The shared line - owned equally by both companies - will be separately managed through the partnership. (Branchline with map)

Man fined \$1,000 in double fatality

CORNWALL The prosecution and defence agreed a \$250 fine was penalty enough for an Ottawa man convicted of careless driving for an accident that killed two people and injured five others.

But Provincial Court Judge Michael Fitzpatrick didn't. He rejected the joint submission Wednesday, bumped the fine to \$1,000 and imposed a two-year driving suspension on Abdul Nasser Jabbari.

Jabbari was the driver of a minibus that slammed into the side of a VIA Rail passenger train Aug. 25, 1992 at an unguarded railway crossing on Hwy. 138, 30 kilometres north of Cornwall. The crash killed Kelly Harris, 29 of Orleans, and Lynn Lalonde, 24 of Kanata.

The higher penalty was little comfort for the families of the victims.

"Both families have been through hell the last year," said Heather Lawson, sister of Kelly Harris. "Our lives have been changed forever and he's walking away from this with a \$1,000 fine.

"It's hard to take."

"He got off scot-free, is all I can say," said Bernard Lalonde, Lynne's father.

Jabbari, 27, pleaded guilty to Careless driving after the court ruled there wasn't sufficient evidence to convict him on the more serious charges of dangerous driving causing death and dangerous driving causing bodily harm.

The prosecution had earlier withdrawn the even more serious charges of criminal negligence causing death and criminal negligence causing bodily harm.

Fitzpatrick said Jabbari was driving without due care and attention to the safety of others at the time of the accident.

But he said his driving didn't represent enough of "a marked departure" from the normal standard of care to justify a conviction for dangerous driving. He noted Jabbari wasn't drinking or speeding and was driving in a prudent manner prior to the accident.

The biggest penalty the accused would have to be pay is living with the memory that his careless driving had cost two young people their lives, the judge said.

Jabbari testified he never saw the railway warning signs or flashing red lights and had slowed down for what he thought was a bump in the road. The flashing lights activate 24 seconds before the train reaches the intersection of the highway.

It was only when he got closer he realized the bump was really the CN main line and that a passenger train was bearing down on the minibus at a high rate of speed.

The van hit the engine, was thrown into the light standard, then bounced into the train a second time. The impact flung the van upside down, and several passengers were thrown out.

Jabbari was driving a group of grocery store employees to Cornwall to learn how to operate new-cash registers. It was his first day on the job and he had never driven the bus or travelled that highway before.

27/07/1993 *Brockville Recorder**Smiths Falls**Smiths Falls*

DISPLAY TRAIN TO BE RELOCATED TO SMITHS FALLS RAILWAY

MUSEUM: The St. Lawrence Parks Commission has announced that it will be transferring the locomotive and rolling stock now on display in Chrysler Park (near Morrisburg, Ontario) to the Smiths Falls Railway Museum.

The railway equipment includes CN Mogul No. 88 (CLC April 1910, as Grand Trunk No. 1008); Wooden Baggage Car No. 11562, ex-CN No. 8851 (Pullman 1920) and Wooden Coach No. 3474, ex-Grand Trunk (Pullman 1890).

The equipment sits on a portion of the former Cornwall Subdivision - which was abandoned to make way for the St. Lawrence Seaway - directly in front of the preserved Aultsville, Ontario, Station. Aultsville was another casualty of the flooding associated with the construction of the Seaway during the late-1950s.

The locomotive and coach were delivered to the site in 1958 with the baggage car being added during the late-1960s.

The Commission wants to get rid of the locomotive and rolling stock because its budget has been restricted to the point where it can no longer afford to keep the equipment in suitable condition. The station, which is completely restored, will remain in-situ and may become either a tourist outlet for the Commission or a base for the Lost Villages Historical Society, which represents the villages flooded during the construction of the St. Lawrence Seaway.

It is not known when the equipment will be moved to Smiths Falls. (Branchline)

30/07/1993 *Ottawa Citizen**Lachute*

Speedy train makes tracks in Canada

\$6M study looks at investment in Swedish X 2000

A train capable of going 250 kilometres an hour rolled into Ottawa Thursday and its designers are hoping that it will be back on Canadian tracks permanently within a few years.

The Swedish-built X 2000 passenger train, which goes 90 kilometres an hour faster than any conventional train, is in Canada to show members of government and the private sector high-speed train technology. The fastest Canadian train can go 160 kilometres an hour.

Members of the media, government and Canadian Pacific guests took a two-hour jaunt on board the X 2000 designed by Asea Brown Boveri (ABB), a multinational electrical company between Ottawa and Buckingham, Que., Thursday.

A \$6-million Ontario, Quebec and federal government study to be released later this year will decide whether it's feasible to invest at least \$3 billion to put the highspeed trains on the Windsor-Quebec corridor. The X 2000 would cut the Montreal-Toronto journey to three hours from four.

Although the train runs on an electrified line in Sweden, ABB president Peter Janson said Wednesday a diesel locomotive could lead the train, at lower speeds, until existing tracks are modified. The electric X 2000 was pulled Thursday by a U.S. national rail passenger service (Amtrak) diesel train. About \$1 billion would have to be spent to build overhead electric cables, Janson said.

The \$13-million U.S. train is aimed at the business community. It has fax machines, telephones, conference rooms and power outlets for computers.

The X 2000 reduced travel time from Stockholm to Goteborg (455 km), Sweden's two largest cities, to three hours from four-and-a-half. Swedish passengers pay about \$33 on top of regular costs to travel on the X 2000.

"With travel time to and from airports, we are able to compete with air travel," says Joseph Silien, director of business development at ABB. "If high-speed rail travel is to be inherently profitable, we must attract the business people, who are the single largest travelling group."

Train designers have ensured passengers are getting all the benefits of air travel. There is a pull-down tray, an overhead light and a headset.

The slant-nosed train is on loan from the U.S. where it has gone through eight months of rigorous Amtrak testing. It also temporarily serviced the New York City - Washington D.C., lines. Amtrak leased the train from the Swedish National Railway. CP Rail and ABB spent more than \$250,000 to bring the tour to Canada.

Test results showed that, compared to Amtrak's existing Metroliner train, the X-2000 is at least twice as quiet, consumes 40 per cent less energy and travels at speeds up to 40 per cent faster while going around curves.

Unlike conventional trains, the axles of the X 2000 pivot independently. These "self-steering radial trucks" allow the train to maintain high speeds in curves. Amtrak will purchase 25 high-speed trains by 1997 but hasn't yet decided from whom. It will also test a French and German rapid railway system before making a decision. It's not known if Canada will get promotional tours from the other two companies.

The French high-speed trains, Train a Grande Vitesse (TGV), can go 300 kilometres an hour, but cost twice as much and would require land purchase and construction of new rail lines, says Silien. The X 2000 can run on existing lines.

But the high-speed train does take some getting used to. During the trip, alarms went off in some bathrooms.

It seems the hand flusher has been replaced with an electrical one. A red dot on a picture of a toilet indicates the (lusher and it seems some passengers got confused with an emergency button used to call an attendant.

There were no injuries, just a few red faces.

21/08/1993 *Le Droit*

*Lachute*

*Montebell*

ALL ABOARD FOR MONTEBELLO?: Negotiations are now taking place between la Compagnie de chemin de fer Choo Choo Inc., operators of the Hull, Gatineau and Chelsea Railway, and CP Hotels' Le Chateau Montebello about the operation of a steam tourist train from Hull to Montebello, Quebec, over CP Rail's partially embargoed Lachute Subdivision. The project has the backing of area municipalities as well as hotel management. What is unclear is CP Rail's position. Were some type of accord to be reached, Choo Choo Inc., has stated that additional equipment would be purchased from Sweden to operate the service. Currently Choo Choo Inc. operates the Wakefield steam train from Hull to Wakefield, Quebec. Branchline)

17/09/1993 *Ottawa Citizen*

*Alexandria*

*Casselman*

Train-truck crash puts driver in hospital

A 65-year-old man was in hospital Thursday after his pick-up truck was hit by an Ottawa-bound VIA passenger train near Casselman. Wilmer Urquhart of Maxville, was stopped at a crossing on county road 3, about two kilometres west of Casselman, when the train clipped the front of the truck. Urquhart was taken by air ambulance to Ottawa General Hospital where he was reported in stable condition.

20/09/1993 *Ottawa Citizen*

*Maniwaki*

Take a train trip to go back in time

Take a trip back in time this weekend for a good cause.

On Saturday or Sunday, you can take a trip on a steam train from Hull to Wakefield in aid of The Canadian Red Cross, Quebec division.

Called the Train of Hope, the excursion will try to recreate when the Red Cross came into being during the Second World War.

At the Hull station, there will be a cadet parade, a marching band and a flag raising ceremony at 10 a.m. The Governor General's Foot-guards will also be there.

During the 75-minute train trip, passengers will sing war-time songs and learn some of the history of the Red Cross and its services today.

At the Wakefield station, the train will be greeted by members of the local legion and soldiers wearing war-time uniforms.

There will be military vehicles to explore and you can get your picture taken with the Governor General's Footguards. You're encouraged to wear period costumes. Prizes will be awarded.

Tickets are \$25 each. To reserve tickets, call 778-7246 or the Red Cross office in Hull at 595-8838.

26/09/1993 *Ottawa Citizen*

*Smiths Falls*

CN Rail maintenance train spills diesel fuel along the tracks in Nepean

A car on a CN Rail track maintenance train started smoking in Nepean Saturday afternoon as it spilled diesel fuel on the tracks between Bells Corners and Merivale Road.

Dozens of people living along the tracks reported the burning car to the Nepean fire department at about 4 p.m. Firefighters called the engineer, who stopped the train at a siding near Merivale and Colonnade roads.

Firefighters doused the blaze on the 28th car of the 49-car train at 4:45 p.m. There were no injuries. The train was carrying track maintenance supplies.

Roger Cameron, a spokesman for CN Rail, said some diesel oil from two 1.125-litre tanks spilled onto the track.

Tor Rustad, a spokesman for the Ontario Ministry of the Environment, said less than 560 litres of fuel leaked onto the track. Rustad said the spill isn't a threat to the environment because the oil will evaporate quickly.

CN Rail officials are investigating.

23/10/1993 *Brockville Recorder*

*Smiths Falls*

*Smiths Falls*

MOVEMENT OF GRAND TRUNK TRAIN TO SMITHS FALLS NOT A DONE DEAL:

Previous statements that the Smiths Falls Railway Museum will be receiving ex-Grand Trunk 2-6-0 No. 1008, as well as a baggage car and coach from the St.

Lawrence Parks Commission, may have been overly optimistic. The train, on display near Upper Canada Village at Morrisburg, Ontario, is in deteriorating

condition but the Parks Commission has yet to make a final decision that it will go to Smiths Falls. An official of the Commission recently admitted that

something had to be done with the rolling stock but that efforts were being made to find a "local" group to assume responsibility. The train, displayed in front of

the restored Aultsville Station, depicts the CN/Grand Trunk "Mocassin" (Nos. 25 and 26), an all-stops local between Brockville and Montreal that was

discontinued in 1958 after more than 100 years of service. (Branchline)

25/10/1993 *Montreal Gazette*

*Alexandria*

*Casselman*

Two O.P.P. officers killed at crossing.

On October 24, two Ontario Provincial Police officers were killed when their cruiser was struck by VIA's Ottawa-Montreal Train 34 at a protected crossing in Casselman, Ontario, 50 km. east of Ottawa. Witnesses stated that the crossing warning lights were working.

25/10/1993 *Ottawa Citizen*

*Alexandria*

*Casselman*

OPP officers die in collision with train

A police cruiser with its emergency lights flashing was broad-sided Sunday by a VIA Rail passenger train at a level crossing in Casselman, killing two provincial police officers inside the car.

The red warning lights at the crossing in the centre of the town, 60 kilometres east of Ottawa, were working at the time of the collision.

Constables Richard Jean, 23, and Alain Desforges, 30, died at the scene, said Ontario Provincial Police Sgt. Al Crocker.

No injuries were reported among the 80 train passengers, although the train, which was travel ling to Montreal from Ottawa, was held at the accident scene for about four hours.

According to Crocker, the officers were driving west on St Isidore Street about 3:15 p.m. and attempted to cross the tracks when their cruiser was hit. Jean, a probationary police officer, was driving.

Witnesses told police investigators the cruiser's emergency lights were flashing at the time of the accident. Crocker said police have yet to determine whether the officers were responding to a call.

Desforges, a native of Cornwall, had been with the OPP for four years. He was married and the father of a three-year-old son, Sebastian. He and his wife, Guylaine, 30, celebrated their seventh wedding anniversary last week.

Jean, a native of Windsor, Ont, joined the force in March.

The Transportation Safety Board is investigating the accident.

With files from Canadian Press. Windsor Star

Constables' destination unknown before fatal train crash

No one knows yet where Constables Richard Jean and Alain Desforges were heading when their patrol car was caught and crushed in the path of a Via Rail train.

With about two hours left in their shift Sunday afternoon, something made Jean, 23, and Desforges, 30, proceed westbound across the tracks on St-Isidore Street in the middle of Casselman, 60 kilometres east of Ottawa, although red warning lights were flashing.

The Montreal-bound train mangled the cruiser into scrap metal after dragging it half a kilometre. Desforges and Jean were killed instantly.

None of the 80 passengers on the train reported injuries.

At first, some of the many witnesses told investigators that the police cruiser's emergency lights had been flashing.

But Monday, OPP Sgt. Al Crocker said other witnesses say the lights were not on.

"We have conflicting stories and we don't know one way or the other which it is," said Crocker.

"We know their vehicle had not stalled, they were proceeding through the tracks."

Jean, a recruit who joined the force seven months ago, was driving with his training officer, Desforges, who had been with the detachment for four years.

Crocker said it is not unusual that the men did not notify dispatchers if they were initiating a call.

"If they were going on a routine traffic inspection, they would not necessarily call it in," said Crocker.

"They would not notify anyone unless it was something unusual."

As OPP investigators search for answers, they must also deal with their grief.

"When you investigate the death of your peers, it is very difficult not to think about someone you worked with day in and day out."

Their deaths brings to seven the number of police officers in Canada killed while on duty in the last three weeks.

27/10/1993 *Ottawa Citizen**Alexandria**Casselman*

No evidence of emergency in fatal crash

Investigators have found no evidence to suggest two provincial police officers were nulling to an emergency call when their patrol car crossed in the path of a VIA rail train Sunday, killing them.

OPP Sgt. Al Crocker said Const. Richard Jean, 23, and Alain Desforges, 30, had been doing paper work at the Casselman OPP station just 20 minutes before the afternoon crash. Crocker said the men told no one at the station they had an emergency call. He said they were heading out for routine patrol.

Jean, who was driving, headed west on St Isadore Street and, though warning lights were flashing at the rail crossing, the patrol car failed to stop. The Montreal passenger train crushed the cruiser.

Investigators have sent the cruiser's emergency light filaments to Toronto for testing in a final attempt to discern whether the cars emergency lights were on.

28/10/1993 *Ottawa Citizen**Alexandria**Casselman*

Father mourns unexplained death of police officer son

WINDSOR Raymond Jean had concerns about his son's new job as an Ontario Provincial Police officer, but what happened to Const. Richard Jean Sunday was not a scenario his father had considered.

"I always worried some day he would get caught in a shootout. But not something like this" the elder Jean said this week.

Richard Jean was killed Sunday when the OPP cruiser he was driving was struck by a VIA Rail train at a level crossing in Casselman, 50 kilometres east of Ottawa, where he'd been posted since July.

The crossing's flashing warning lights were operating. Const. Alain Desforges, riding with Jean as his training officer, also was killed.

The accident is being investigated, but police are no closer to having answers than they were when it first happened.

"They don't really understand it themselves," Jean said.

But the family has been told the sun bright that day, might have been a factor in obscuring the lights at the railway crossing. As well, a building adjacent to the railroad tracks could have blocked Jean's view of the oncoming train.

Investigators are also trying to determine where the officers were going. They've found no evidence to suggest they were on an emergency call. The cruiser's emergency light filaments have been sent to Toronto for testing in a final attempt to find whether the lights were on.

Jean, 23, who grew up in Windsor, graduated as an OPP officer in July, completing a journey he'd mapped out long ago.

His father said police work was something his son always wanted to do. "He wanted to work with people and help kids."

Jean was accepted by the RCMP shortly after graduating from high school, but his parents encouraged him to put his dream on hold for a short time and get a post-secondary degree to fall back on.

He received a degree in sociology and had begun studies in criminology when the OPP called.

"He had a great sense of humor," Raymond said. "He had friends from all over."

Two weeks ago, Jean returned to Windsor for a visit. It was the last time his parents and three brothers would see him. "It was like having four little kids in the house again," Raymond said.

A full police funeral service for Jean was to be held today in Windsor. Officers from across the country, including those from Jean's graduating class and the Casselman OPP detachment, were to attend.

The Windsor Star

17/11/1993 *West Quebec Post**Maniwaki**Wakefield*

NEW WAKEFIELD STATION ALMOST COMPLETE: Don't look now, but there is a new \$150,000 railway station in Wakefield, Quebec. The heritage style building will serve passengers using the Hull-Wakefield steam train operation as well as serving as a community meeting hall. The single storey, 900 square foot building, is wheelchair accessible. It is located to the north of the turntable park. (Branchline)

25/11/1993 *Ottawa Citizen**Alexandria**Casselman*

Casselman to vote on railway crossing

CN Rail is proposing crossing barriers at an intersection in Casselman where two police officers were killed in an October train crash.

Village clerk Gilles Lortie said the plan calls for barriers at St. Isidore Street and Dollard Street. A third barrier at Cartier Street or the possible closure of the road is also being studied. The village will vote on the matter by Dec. 6. Investigators still aren't able to say what caused the baffling accident.

On a dry Sunday, Oct. 24, in the afternoon, Ontario Provincial Police constables Richard Jean, 23, and Alain Desforges, 30, died when their cruiser crossed into the path of an oncoming train.

Crash kills teacher, student

Car hit freight train at Arnprior crossing

A teacher and her student died Wednesday when the car they were riding in was hit by a freight train at a railway crossing in Arnprior.

Frances Fortier, 25, was killed instantly, and Linda Ziebarth, 49, died two hours later in hospital.

Both were residents of Arnprior. Ziebarth taught at McLachlin Centre in Braeside, a school for the handicapped, where Fortier was a student.

According to the Ontario Provincial Police, Ziebarth was driving south on Macdonald Street over an uncontrolled railway crossing when an eastbound, 63-car freight train slammed into the passenger side of the car at about 50 kilometres an hour.

The car was pushed along the tracks following the 4:10 p.m. crash. While the crossing has no warning lights or barriers, the field of vision is clear in both directions for some distance.

There were no witnesses to the accident, which occurred in a relative isolated residential area.

However, Const. Dave Young, of the Arnprior OPP, said it's possible Ziebarth didn't see the train because the sun in the west might have been in her eyes.

Sunlight, he said, "could have been a factor."

Ziebarth, police said, was a longtime instructor to Fortier, who lived at a group home for the handicapped on Edward Street.

She was apparently taking Fortier back to the home when the accident occurred.

The site of the accident is one of seven railway crossings in Arnprior.

Mayor Pat Robinson said this is the first accident or fatality at any of the crossings in the town.

26/11/1993 *Ottawa Citizen**Chalk River**Arnprior*

Track to close at site of fatal crash

The section of track where two people were killed in an Arnprior car-train crash Wednesday will be abandoned by summer, says CP Rail. The move is part of a 280-kilometre closure of Ottawa Valley track by CP and Canadian National Railway approved Monday by the National Transportation Agency. Frances Fortier, 25, was killed instantly and Linda Ziebarth, 49, died in hospital after the car in which they were riding was hit by a freight train at an uncontrolled crossing. The cause of the 4:10 p.m. collision hasn't been confirmed. But provincial police Const. Dave Young said bright sunlight "could have been a factor."

27/11/1993 *Ottawa Citizen**Alexandria**Glen Robertson*

Two engineers shaken after second fatal train-car crash

Another train-car crash in the area has left an Alexandria man dead, the victim of suicide, and two train engineers shaken, the victims of a terrible coincidence.

The man was killed Friday after driving his Honda on to the tracks in front of an Ottawa-Montreal VL Rail train carrying about 100 passengers and travelling 120 kilometres an hour. No one on the train was hurt.

The two engineers running the locomotive are the same men who were operating the train that hit a police cruiser in Casselman and killed two OPP officers a month ago.

It was the second train-car accident this week. Two women were killed in Arnprior Wednesday when their car was struck by a freight train.

Officials involved in Friday's crash say the engineers, Randy Allan and John Culhane, both from Ottawa, could not have done anything to avoid the collision.

"Both have a lot of experience," said Alex Kocsis, an investigator with the Transportation Safety Board of Canada. "They did everything right."

One of the engineers was in especially bad shape after the accident because of the "mental stress building up in him," said Kocsis, who spoke to the men after the crash.

VIA spokesman Malcolm Andrews said counselling is available to the two engineers, should they request it. They asked to be replaced at the train's controls after the collision, Andrews said. "They just wanted to go home."

Coroner Dr. Guy Genier said he is convinced the death was a suicide. He said the man would have had to open manually a gate leading to the train tracks to get his car through. The crossing was on a seldom-used private road and was well marked, Genier said.

The engineers apparently saw the man's car pull on to the tracks when the train was within view. They pulled the emergency brakes when about 50 metres away from the car, but it was too late. The car was pushed more than 700 metres along the track.

The accident was the 14th at a railway crossing in the National Capital region this year, according to the safety board. Despite the rash of deaths at train crossings in the past month, the number of such accidents is lower than it was this time last year, said Ghyslain Charron, of the safety board.

Including Friday's fatality, 20 people have died at Ontario train crossings since Jan. 1, nearly half the national total of 46 so far this year.

This time last year, 24 people had died in Ontario at train crossings. The number of non-fatal accidents has also been reduced, Charron said.

"All the investigations, after years of research show us that in 85 to 88 per cent of accidents there is the human factor," said Charron. He said accidents are often caused when the vehicle occupants are distracted by something.

01/12/1993 *Le Droit**Waltham*

PORTION OF WALTHAM SUBDIVISION RIGHT-OF-WAY LOST:

Transit advocates in Hull, Quebec, are decrying a decision to sell a portion of the right-of-way of CP Rail's now-abandoned Waltham Subdivision to the local campus of the University of Quebec. The right-of-way is owned by the municipality and its disposition was part of a tri-government land swap. One councillor, who denounced the move, said "We are getting rid of all our future transportation corridors. If we do that, we'll be left with nothing. We may not need trains now, but we will in time." (Branchline)

02/12/1993 *Pembroke Observer**Chalk River*

FEDERATION OF NATURALISTS OBJECTS TO OTTAWA VALLEY CO-PRODUCTION AGREEMENT: The Federation of Ontario Naturalists will appeal a NTA decision allowing CP Rail System to abandon most of its Chalk River Subdivision in favour of operating its trains over Canadian National's Alexandria and Beachburg Subdivisions between De Beaujeu, Quebec, and North Bay, Ontario. "We have some real concerns with the process," said Karl Konze, environmental researcher for the Federation. According to Konze, the NTA failed to undertake a proper environmental impact assessment report in addition to failing to inform all affected users including park users and provincial conservation groups.

A spokesperson for the NTA refuted Konze's claims, stating that every effort possible had been made to assess the environmental impact as well as ensure that all groups were notified of what was planned.

The Federation of Ontario Naturalists will appeal directly to the Federal Cabinet. (Branchline)

07/12/1993 *Le Droit**Lachute**Montebello*

MONTEBELLO STEAM TRAIN: Choo Choo Inc., the company which operates the Hull-Wakefield steam tourist train, is negotiating a deal with CP Hotels and CP Rail System to run steam-powered tourist excursions between Hull, Quebec, and CP Hotels' Chateau Montebello in Montebello, Quebec. The hotel is located adjacent to the partially-embargoed Lachute Subdivision. According to Choo Choo Inc. president Marc Grondin, "We have had several requests and have made a marketing study which proves we could undertake excursions to Montebello. It's further than Wakefield, but the track is easier and regulations would allow us to go faster so the trip could be made in less than two hours. If the operation goes through, it will be financed entirely from private sector investments, unlike the Wakefield operation which is a combination of government (all levels) and private money. In anticipation of the new service, Grondin has indicated that he would purchase two additional locomotives plus cars. The origin of the new rolling stock is uncertain. Some press accounts have stated that it would be Swedish equipment while there are other suggestions that North American equipment (from the United States) might be utilized. (Branchline)

ONTARIO OPPOSES OTTAWA VALLEY AGREEMENT: The Ontario Government has entered the controversy over CP Rail's decision to dose its Ottawa Valley main line in favour of routing its Montreal-North Bay traffic via the parallel CN route. Ontario Natural Resources Minister Howard Hampton has called for an environmental assessment of the project. Hampton has asked the federal government to delay implementation of National Transportation Agency authorization allowing the abandonment of parts of CP Rail's Chalk River and North Bay Subdivisions effective July 1, 1994. According to Hampton, the increased traffic over CN's line, which runs through Algonquin Park, will lead to an increase in wildlife kills, as well as the potential for fires and chemical spills. Hampton's protest is just one of a number made by environmental advocates, notably the Ontario Federation of Naturalists (Branchline).

09/12/1993 Ottawa Citizen Prescott Ottawa

COMMUTER RAIL PLAN PRESENTED TO OTTAWA-CARLETON REGIONAL COUNCIL: As reported in the December issue of Branchline, CP Rail formally presented its proposal for commuter rail service in the National Capital Region to the Ottawa-Carleton Regional Council on December 8. Raymond O'Meara, CP's director general of commuter rail service, said that a service could be up and running in as little as 18 months, pending its approval by the various levels of government at the municipal and provincial levels. Equipment for a pilot project would cost about \$10 million with O'Meara recommending the purchase of used cars and locomotives for a total of three trainsets. O'Meara also recommended the establishment of five stations on the Ontario side including the Confederation Heights, Hunt Club, Leitrim Road, Carleton University and Lebreton Flats, along with the existing Ottawa Station. Stations in Quebec would be located in Hull, Gatineau and, possibly, the Gatineau Airport. Although Council was non-committal, Regional Chair Peter Clark said, "I am intrigued by the possibilities and if we can make economic sense out of it, we should do it... It will be a cheaper option than building transitways." (Branchline)

09/12/1993 Ottawa Citizen Smiths Falls erivale Road

Near miss Saturday, 12:30 p.m. at the : level crossing on Merivale ' Road at MacFarlane Road: A VIA train approaching the crossing sets off warning cle- ; vices and the lights start to flash. Trains are highballing at that crossing. Some cars ignore the flashing lights and skip across before the barriers drop. One car hesitates. At the tracks the driver decides to stop and back up. But the car behind him has him blocked and the barrier conies down on the lead car's roof. The train is bearing down and it's likely it will clip the car. Passengers on the OC Transpo bus waiting for the crossing to clear were impressed by the actions of driver Gaston Laroque. He ran from the bus to the crossing, used his shoulder to lift the barrier and his hands to direct other drivers to back up. According to watchers, it was a near miss.

22/12/1993 Ottawa Citizen Prescott Osgoode

Woman injured in car-train crash A 28 year-old woman was injured Tuesday when her car collided with a CP Rail freight train on Boundary Road south of the village of Osgoode. Const. Jeff Gulick of the Ontraio Provincial Police in Manotick said the woman's car hit the freight train at a level crossing near River Road in South Gower Twp. at about 10 a.m. Gulick said the woman's injuries aren't life threatening. There are no signals at the crossing. It was snowing lightly when the accident occurred. CP Rail officials said the train was delayed for several hours until it could be inspected.

27/12/1993 Ottawa Citizen Chalk River Sand Point

Man killed in car-train crash An Arnprior-area man died Sunday afternoon when the car he was driving was struck by a locomotive. He was the fifth person this year in eastern Ontario to die accidentally at a railway level crossing. John Smith, 54. of McNab Township was killed when the ear he was driving was hit by a CP Rail locomotive. The man's wife Jean, 55. and his son John, 21, were injured. They were transferred to the Ottawa General Hospital where they were listed, respectively, in critical and serious condition. The accident happened on at an unmarked crossing on a private road in the hamlet of Sandy Point, nine kilometres west of Arnprior, said Ontario Provincial Police in Perth. Smith's car was hit on the driver's side by two westbound shunting locomotives. The train crew was not injured. It was the second car-train collision in the Arnprior area in the last month.