

Local Railway Items from Area Papers - Sussex Street subdivision

07/10/1882 Ottawa Free Press Sussex Street Sussex Street

Through the dropping out of a pin from a switch on one of the tracks in the St. L. & O. R.R. yard last evening, the locomotive Countess of Dufferin, driven by Thomas O'Neil, with the tender and baggage car, ran off the track. Fortunately the engine was going at a very slow rate of speed at the time, or some heavy damage might have resulted. No blame could be attached to anyone for the occurrence. A number of men with the assistance of another locomotive, replaced the engine and cars on the track.

09/10/1882 Ottawa Free Press Sussex Street Rideau River bridge

The footpath across the St. Lawrence & Ottawa Railway bridge over the Rideau river is in exceedingly dangerous state at present. Pedestrians crossing the bridge after dark had better beware of a rotten plank just about the centre of the bridge and between two piers. By falling through this drowning would probably result.

11/11/1882 Ottawa Free Press Sussex Street Sussex Street

While the 7.15 train from the west was steaming into the St. Lawrence & Ottawa Railway station last evening a passenger and a baggage car by some means or other, ran off the track at the Dalhousie street crossing. The train being moving only at a slow rate of speed no damage fortunately resulted. The cars were put on the track in the course of an hour by a gang of section men.

14/12/1882 Ottawa Free Press Sussex Street Sussex Street

In backing the 10 a.m. train at the St. Lawrence & Ottawa Railway depot, the iron horse, pushed just a little too far shoving the rear car off the end of the track and through the fence fronting on Sussex street on to the roadway. Fortunately no serious damage was done and things were righted in a short time.

19/12/1884 Ottawa Citizen Sussex Street

Lett awarded \$5,800 in his suite against St. L&O for the loss of his wife.

13/04/1885 Ottawa Free Press Sussex Street Rideau River bridge

A number of workmen who have been employed some time past at the job have completed the removal of the trestles erected last summer to strengthen the St. L. & Ottawa Railway bridge over the Rideau. This was in deference to a request made by the New Edinburgh village council, of Mr. Archer Baker, as it was feared that the ice this spring would be intercepted by the trestle work, causing a freshet. As the bridge is now considerably weakened, trains on the line arrive at and depart from the Montreal crossing, being transferred thither on a "lorry".

19/04/1885 Ottawa Citizen Sussex Street Rideau River

Raging Rideau

Below the St. Patrick Street bridge for several hundred yards the river was clear of ice but there was a jam at the railway bridge. Owing to this the village of New Edinburgh and the open country on the same side of the river was flooded for a considerable distance inland. In New Edinburgh some of the streets were impassable except by means of boats and a portion of the St. Lawrence and Ottawa Railway track was submerged.

22/04/1885 Ottawa Citizen Sussex Street Rideau River

It seemed impossible that the St. Lawrence and Ottawa Railway bridge and the New Edinburgh bridge could stand the strain upon them. The tremendous pressure of the ice forced a couple of the stone abutments of the railway bridge several feet out of place, but beyond this the bridge has not been damaged.

04/06/1885 Ottawa Citizen Sussex Street Sussex Street

Matters are very dull at present around the St. Lawrence and Ottawa Railway station.

09/07/1885 Ottawa Citizen Sussex Street

Arrival of Coal

During the last number of days a large number of coal laden cars have arrived at the St. Lawrence and Ottawa Railway station, and a large number of carts are now engaged in transporting the black diamonds to the various coal yards.

24/08/1885 Ottawa Free Press Sussex Street Sussex Street

The old depot of the St. Lawrence & Ottawa railway is for ever closed as a passenger station. Trains running over that line are now run into the Union depot; the alteration began today.

11/09/1885 Ottawa Citizen Sussex Street Sussex Street

The St. Lawrence and Ottawa Railway station has quite a bit of business in the coal line just now, this being in fact the principal traffic there. About 220 tons are delivered from that station.

30/09/1885 Ottawa Citizen Sussex Street Sussex Street

The new Howe scales purchased by the Corporation for the use of the St. Lawrence and Ottawa Railway station have arrived and are about to be placed in position. If an agreement can be arrived at with the owner of those lately leased by the corporation the new ones will likely replace them, but if not Boteler Street will probably be chosen as their site.

12/10/1885 Ottawa Citizen Sussex Street Rideau River

The longest train since the building of the road passed over the St. Lawrence and Ottawa Railway bridge across the Rideau River on Saturday last. It comprised some eighty-five empty flat cars all in tow of one powerful locomotive.

07/04/1886 Ottawa Journal Sussex Street Sussex Street

Train loads of coal coming into the St. Lawrence and Ottawa Railway have been temporarily stopped owing to the floods.

04/05/1886 Ottawa Free Press Sussex Street Sussex Street

A bloated looking engine on four small wheels was puffing backwards and forwards and making a big noise with the bell on the deserted Dalhousie street track this morning. It finally stopped close to the Cumberland street crossing, and its appearance so alarmed horses attached to passing vehicles that in many cases they could not be persuaded to cross and had to be driven round by another street.

29/09/1886 Ottawa Journal Sussex Street

A horse was killed on the Ottawa & St. Lawrence Railway last night by a freight train coming in from Prescott. The accident happened on the new embankment near New Edinburgh.

09/10/1886 Ottawa Citizen Sussex Street Rideau River

The embankment of the railroad track between Ottawa and New Edinburgh for the purpose of arresting, if possible, the chronic spring floods which annually inundate that village, is being rapidly proceeded with.

25/10/1886 Ottawa Journal Sussex Street

The dyke at New Edinburgh is about completed and will likely prevent an occurrence of the annual spring floods. The stonework is of the most substantial nature, while the C.P.R. track, quite a barrier in itself, has been raised to the necessary height.

10/11/1886 Ottawa Free Press Sussex Street

The work of heightening the grade from the old St. Lawrence and Ottawa engine house along the line, is completed. The work has been well carried to a successful termination by Mr. Wallace, for 20 years a roadmaster under the old company. The line has been sufficiently raised to do away with all fears of floods.

15/12/1886 Ottawa Free Press Sussex Street

The clerk of the corporation of New Edinburgh has received a bill from the Canadian Pacific railway for filling in the embankment for the dike. The raising of the railway embankment and cost of labor is billed at \$1,539, cost of labor and stone rip \$86, train hauling, filling and ballasting \$750, closing up and raising cattle guards and culverts \$175. The total amount is \$2,500. The corporation thinks that if the work is solid and lasting that they have a satisfactory job.

07/01/1887 Ottawa Journal Sussex Street

Yesterday Mayor McDougall wired the Canadian Pacific Railway authorities in Montreal, to know when the company proposed to built the new bridge over the Rideau river. As the Vice President of the company was absent no reply could be given. It is necessary that before spring the embankments at the bridge should be leveled so as to prevent any destruction by the spring freshets and ice heaves.

08/01/1887 Ottawa Citizen Sussex Street

His Worship Mayor McDougal has communicated with the CPR authorities at Montreal to know when the company intend building the new bridge over the Rideau River. It is necessary before spring that the embankments of the bridge should be levelled in order to prevent the influx of the usual spring freshets.

29/01/1887 Ottawa Journal Sussex Street Sussex Street

Rather than go to law with the Canadian Pacific Railway, the Carleton County Council might engage a competent bridge engineer to examine the bridge embankment at the Rideau, which is claimed to flood the country above in spring, and if his report bears out the claim, to forward it to the C.P.R. people before doing anything else. The only report so far, we believe, is that of the C.P.R. engineer, Mr. Petersen, and he is alleged to have simply made up his mind against the probability of the embankment aggravating the floods, without honestly examining the facts in the case.

03/02/1887 Ottawa Journal Sussex Street Sussex Street

A discussion took place at the meeting of the Board of Works last night with reference to taking some action with regard to the removal of Rideau river railway bridge embankment but the matter was left over to see what action the C.P.R. Company would take on the petition of the Carleton County Council.

02/04/1888 Ottawa Free Press Sussex Street Sussex Street

The old hay shed in the St. Lawrence & Ottawa Railway yard, near Sussex street, is again being made the rendezvous for disreputable characters at night. Unless looked after by the police, it will soon be torn down entirely.

27/04/1888 Ottawa Free Press Sussex Street Dalhousie street

The crossing at the railway track on Dalhousie street is in a very bad condition. It is worse than going over a corduroy road to cross it in a vehicle. The spaces between the rails should be filled in with planks. The cost to the company would be a trifle and the convenience to the public considerable.

18/06/1888 Ottawa Free Press Sussex Street Sussex Street

The empty store houses composed of coal oil soaked boards at the St. Lawrence & Ottawa railway crossing on Dalhousie street should now be removed, as there is no more use for it, and it is a standing menace, should it take fire, to the neighborhood.

04/07/1888 Ottawa Free Press Sussex Street Sussex Street

The site of the old emigrant shed will be occupied as a lumber yard and fenced in by Messrs. Jas. McLaren & Co.

05/07/1888 Ottawa Journal Sussex Street Sussex Street

The old immigrant shed at the St. Lawrence and Ottawa depot, is being demolished. Mrs. Galvin has been obliged to vacate the premises.

19/07/1888 Ottawa Journal Sussex Street Sussex Street

The Canadian Pacific Railway Company have to all intents and purposes closed the old St. Lawrence and Ottawa railway line from Chaudiere junction to the depot on Sussex street, thereby depriving the lower end of the city of a railway terminus, which for upwards of thirty years was the life and soul of that portion of the city. In consequence of this a large proportion of the business which was done on Sussex, Dalhousie and the other streets in Lower Town leading to the old depot when that branch was in use and the St. Lawrence and Ottawa depot was the terminus of the line to Prescott, has now found its way to Upper Town and the Chaudiere.

The desertion of the old terminus of the line by the C.P.R. company was not done quickly. It was the work of years and has caused a great deal of dissatisfaction among property holders and businessmen in the lower portion of the city, who say they have been ruined in consequence of the depreciation in the value of property and the departure of business to the upper end of the city. They contend that when the line was built into the city in 1850 the then corporation of Bytown granted a bonus of £15,000 sterling, or about \$75,000, towards the construction of the line, and in addition loaned to the then Bytown and Prescott railway company £50,000 or about \$250,000 to assist the work of construction on the distinct understanding that the north-eastern terminus should be in Bytown.

Some four years ago the St. Lawrence and Ottawa company got under the control of the Canadian Pacific railway company. That company, as soon as it assumed control of the road, changed the terminus of the line as far as passenger business was concerned, to their depot in the Chaudiere. This caused a howl among the property owners and businessmen of Lower Town and the City Council was appealed to, but they, on the advice of the City Solicitor, decided that it was impossible for the corporation to compel the C.P.R. to run its trains into the old depot. Things went on, the Canadian Pacific gradually withdrew their freight business from the lower town station until now not a single car is to be seen week out and week in at the Sussex street depot, where previous to the purchase of the road by the C.P.R., all the traffic of the line to Prescott entered and left the city. Last winter that branch line was fully five months blocked with snow and not a single car passed over it.

More - city interest, C.P.R. refused to allow C.A.R. to purchase the line from where it crossed their line so they could open up a depot there etc.

The residents of Lower Town owe a deep debt of gratitude to Ald. Henderson, to whom alone belongs the credit of breathing life into, and taking action in the matter of the closing of the old St. Lawrence & Ottawa railway depot on Sussex street. Many and grievous have been the complaints made by residents in that neighbourhood, of loss sustained both by decrease of trade and depreciation in the value of property but though many suffered none took any decisive action. Ald Henderson, however, was among those who were affected and after conducting a private correspondence with the C.P.R. asked the city clerk to write and inquire whether they intended to reopen the station and when? No answer was forthcoming and so he moved his resolution of Monday night referring the matter to the city solicitor.

In reply to a Free Press reporter, Ald Henderson said: "I know nothing of old bylaws; the city subscribed for \$15,000 WORTH OF STOCK

on the ground that it would be a great advantage to have a railroad running from the waters of the St. Lawrence to those of the Ottawa. That stock has, of course, been eaten up, as the line has frequently changed hands. The grounds upon which I base my resolution are these: The ground on which the depot stands, eleven lots in all, was granted to the railway in trust for a depot - whether passenger or not I cannot say, but it is not now used as either a passenger or a freight depot. Then again, the company has frequently and successfully applied to government for pecuniary assistance, urging their claim on the ground that they were doing incalculable benefit by running their line between these two points. These two points were named in their charter, they have received all they ask, and yet they propose to discontinue using the depot. When the C.P.R. acquired the line they immediately

MOVED ALL THE STOCK to the Union depot and commenced such a line of action as was calculated to drive away traffic from the line and give them an excuse for closing it. Then they closed the depot and now hardly use it at all. The firm of McLaren & Co. have felt this very heavily. We have frequently been unable to obtain cars, and when we have asked for them have been told that they were in use elsewhere. I then wrote privately and was told that it would take \$10,000 to repair the bridge, but if we would guarantee them a paying traffic, the depot would be reopened, if not we must send to the Chaudiere for shipment. This means a discrimination of 50 cents per 1000 feet against us. I am not aware that the charter gives any right to guarantee of paying traffic, or that the ground was given on that understanding. The C.A. railway are willing to buy the whole branch of the line, and would make that their chief depot, but the C.P. railway will not sell. I am of the opinion that the city can obtain a mandamus to force them to reopen the depot and maintain it open.

28/07/1888

Ottawa Journal

Sussex Street

C.W. Spencer says the fuss raised about the Sussex street depot can be attributed to James McLaren Lumber who want to ship their lumber form the Lower Town depot. Prepared to keep the depot open, repair the bridges etc.--

30/07/1888

Ottawa Free Press

Sussex Street

Sussex Street

Long article on the closed depot.

Today the depot stands a deserted pile of ruinous sheds. Here the ruins of one destroyed by fire stands in all their black ugliness, there one blown by a gale lies a heap of worthless lumber, and utterly useless. The yard resembles a vast howling wilderness, with lines of rusty rails running between masses of rank weeds, whilst cars, passengers, hacks, locomotives and employees are all conspicuous by their absence, and the silence of Goldsmiths's deserted village reigns over the once busy scene. The only goods in the yard being a large pile of piles and an apparently dangerous quantity of petroleum. More.

15/10/1888

Ottawa Citizen

Sussex Street

Sussex Street

Lower Town's Railway

A Reply to the demand for reopening.

Once upon a time the commercial interests of Ottawa centered in Lower Town; and when in 1851 the first railway connection was to be provided, the promoters of the St. Lawrence and Ottawa Road, between this city and Prescott, were glad to accept the gift of a generous portion of land there on condition of placing their station upon it. Trade moved west and the St. L. and O. Railway Station dwindled into insignificance compared with that of the Chaudiere used by the Canadian Pacific lines. In 1884 the C.P.R. secured possession of the St. L. and O., the passenger traffic was diverted to the Chaudiere, and only a portion of the freight was brought in at the old depot. Latterly freight trains have been stopped also. The people of the neighborhood chafed at the loss of business and shrinkage in the value of their properties, and at length the City Council was prevailed upon to remind the C.P.R. people that they were under an obligation to the city to run trains into the old station.

FIRM, BUT CONCILIATORY

The company's reply to this communication was presented to the Acting Mayor Erratt on Saturday evening, at a meeting of the Finance Committee, of which he is chairman. The company refuses to acknowledge any such obligation as that claimed, claim that the public are better satisfied with the service to the Union station than at the Sussex Street station, and proceed to give reasons why, if they wanted to, they could not run trains into the latter. They claim that their bridge over the Rideau River is in such a condition as to make the passage of trains over it dangerous, and held that in the present unsatisfactory condition of the river, this bridge, or any better one replacing it, is liable to be carried away by the spring floods. And, comforting New Edinburgh at the expense of Ottawa Ward, they declare their intention of shortly erecting a station on the baby ward side, for the handling of local freight. This local freight will, of course, consist chiefly of Maclaren's lumber.

This ought to please Ald. Henderson, who is manager for the Maclaren business, but he wants more. As he told the committee, he would have the city endeavor to force the company to run trains into the old station, even if the aid of the courts had to be invoked. If they don't want to do this, he wants them to give up the property given for station purposes, so that some other railway may come in and use it.

UPPER TOWN NOT DISSATISFIED

When the frank admission - for a lawyer - that law and reason might not be the same, Ald. McVeity declared it unreasonable to seek to compel the railway to use a station which it had abandoned by reason of a change in trade. If the east end had suffered, the people of the west had been the gainers, and could not be expected to be a party to a fight in the courts against their own interests. The injury had been caused not to the city, but to certain individuals and these could, if they liked, take action for damages.

Another Upper Town representative, Ald. Gordon, was not inclined to get the city into a suit with the C.P.R. It would be too big a thing and have too much risk attached to it. He thought it probable that the majority of the public would hold that they were better served as is, and declared - despite Ald. Henderson's protest - that the business had gone from the railroad, not the railroad from the business. He suggested that those doubting the sentiments of the public might make the question an issue.

IN THE JANUARY CAMPAIGN

As an Ottawa Ward man, of course, Ald. Bingham had a word to say in favor of maintaining the Sussex Street station. He disputed statements that business had left the railway, declaring that there was now ten times as much done on Dalhousie and twenty times as much on Cumberland street as twenty years ago. Ald. Larose alone refrained from giving the committee the benefits of his views.

The Chairman turned the attack by producing a lawyer's letter, being an opinion obtained by the City Solicitor from A.J. Christie Q.C., to the effect that the city had a good case to take into court.

"Yes, a good one for the lawyers," someone dryly remarked, and when the suggestion was made that the opinion of the most eminent counsel should be obtained, it was silenced by the same skeptic, who gave it as his opinion that "these lawyers are all in the same boat."

In the meantime the CPR's letter will come before the Council without official comment from the Finance Committee.

16/10/1888

Ottawa Citizen

Sussex Street

Sussex Street

Discussion in Council on CPR letter. Agreed to have the lawyers make up a case for forcing CPR to provide service.

17/11/1888

Ottawa Free Press

Sussex Street

Sussex Street

Yesterday afternoon a party of loafers made the old St.L. & O.R.R. ground the scene of a dog fight and for a time two dogs tore and bit at each other for the sport of the worst brutes than themselves. --

The following appears in the Canada Gazette today:

"The St. Lawrence and Ottawa Railway Company will apply to the Parliament of Canada, at the next session. For an Act directing the proceeds of the sale of certain of its lands to be applied in improving its property or redeeming its bonds and authorizing it to change the position of one of the termini in the City of Ottawa and for other purposes."

The latter clause is taken to mean, by those who claim to know, as a clincher, to establish the C.P.R. right to close the Lower town depot.

03/12/1888 *Ottawa Citizen* *Sussex Street* *Sussex Street*

Hon. R.W. Scott, the local solicitor for the C.P.R. told the reporter of an evening contemporary that he had advised the company to sell the Lower Town station. The burden of municipal taxes upon their property was an onerous one for a large railway corporation. He thought Ottawa was behind other Canadian cities in aiding railway construction. If the city had any enterprise it would buy the property, and hold it to be offered to the Ottawa and Vaudreuil or some other railway, which would make its terminus in Lower Town. As for the city's contribution towards purchasing the ground for the Lower Town terminus, Mr. Scott said the city gave the free use of McTaggart Street for a railway track, but the land for the station was purchased by the company from individuals or the crown.

12/12/1888 *Ottawa Free Press* *Sussex Street* *Sussex Street*

The disused railway cars on the St. Lawrence & Ottawa railway north of the Rideau river, have been hacked up by disorderly characters who were in the habit of frequenting that locality at nights during the summer.

28/01/1889 *Ottawa Citizen* *Sussex Street* *Sussex street station*

Lower Town Station.

It is reported that the Canadian Pacific Railway Company intend to reopen the old St. Lawrence and Ottawa Station, and also to rebuild the bridge across the Rideau River. Some time ago the Assistant General Manager of the Company, Mr. Shaughnessy, Mr. Peterson, chief engineer, and some of the local officers discussed the matter and they determined on the above mentioned conclusion. It is probable that work will be started in the spring.

22/04/1889 *Ottawa Citizen* *Sussex Street* *Sussex Street station*

Lower Town Station Approaches.

It is now definitely said that the C.P.R. intend to erect a bridge over the Rideau River so as to open up communication with the Sussex street depot. Plans for the construction of the new bridge have been prepared and work will be commenced early in May, and it is hoped trains will cross it in August.

14/05/1889 *Ottawa Citizen* *Sussex Street* *Rideau River Bridge*

Work was commenced yesterday on the relaying of a new track and for the building of new bridges on the old St. Lawrence and Ottawa Railway. This work will be carried on with all possible haste. It is expected that the work will be finished and the new station opened by the time two months has elapsed.

14/05/1889 *Ottawa Journal* *Sussex Street* *Rideau River*

The new railway bridges over the Rideau River, over which the new connection with the Lower Town branch of the C.P.R. is to be made are to be iron superstructures on the present stone piers. The total cost of these new structures will be \$25,000. They will be the same pattern as the old wooden bridges. The first train will be run in on the 27th of the present month not the 27th of June from which date the line will be open for train traffic only.

THE DEPOT

The depot will give employment to a complete freight outfit, consisting of a freight agent and some four or five men. No passenger traffic whatever will be arranged for, but special trains of both light and heavy freight will be daily received and deposited. The argument against the opening of the old depot for passenger traffic is a simple one. It is considered that the Union Depot is the natural central point for the arrival and departure of passengers as those coming from Montreal and desirous of going to Prescott or vice versa, can, under the present arrangement, change from one train to another, and save the trouble and expense of driving nearly the whole length of the city to continue their journey.

More

H.B. Spencer (in part) "When the company took over the line these bridges were in anything but good condition. I myself took over the last engine that crossed them and proved that they were positively unfit for traffic. We therefore stopped all business over them at that date.

More - positive response.

01/06/1889 *Ottawa Journal* *Sussex Street* *Rideau River*

Work on the new bridges over the Rideau River in connection with the Lower Town section of the C.P.R. is progressing rapidly. The superstructure is now half stripped and in a few days will be wholly removed. Meantime work on the stringers and ties is being rapidly pushed forward.

03/06/1889 *Ottawa Free Press* *Sussex Street* *Rideau River bridge*

The C.P.R. are pushing the work on the new bridge over the Rideau river and in a few days the old superstructure will be removed. The men are now at work on the stringers and no time is to be lost on the work.

10/06/1889 *Ottawa Journal* *Sussex Street* *Dalhousie Street*

Work on the Lower Town section of the C.P.R. is being pushed forward rapidly. So great is the progress being made that large gangs of workmen were engaged yesterday in laying rails from the Dalhousie Street depot to the bridge. Progress is being made fast with the bridge construction. (Note - yesterday would have been a Sunday)

11/06/1889 *Ottawa Citizen* *Sussex Street* *Sussex Street station*

The first train on the St. Lawrence and Ottawa Railway since the reconstruction of the bridges over the Rideau and the repairing of the road generally, came in yesterday afternoon. It was loaded with coal. The merchants of Lower Town are highly pleased with the opening up of the road and depot again, and say the C.P.R. will be repaid for their outlay.

12/06/1889 *Ottawa Citizen* *Sussex Street*

Warden of Carleton County's address.

The C.P.R. having decided to rebuild the old St. Lawrence and Ottawa Railway bridge, he had written to the railway authorities asking that the piers should be so built as to cause no damage by forming ice jams. In reply it was stated that an engineer had been sent on who reported no damage would likely result from that cause and the company would not hold themselves liable for such an injury.

15/06/1889 *Ottawa Free Press* *Sussex Street* *Rideau River bridge*

MacLaren & Co. are now shipping lumber over the reconstructed St. L. & O. bridge. A large quantity of lumber is piled in the station yard waiting for shipment. The materials for the new bridge have commenced to arrive.

02/07/1889 *Ottawa Free Press* *Sussex Street* *Sussex Street*

A new platform is much needed at the St. Lawrence & Ottawa railway station, the present one being in a most disgraceful condition.

04/07/1889 *Ottawa Free Press* *Sussex Street* *Rideau River bridge*

A force of some sixteen carpenters have been engaged for some time past in framing timber for the new St. Lawrence and Ottawa Railroad bridge over the Rideau which replaces the temporary one at present in use. The placing of the stringers in the new structure was commenced yesterday.

05/07/1889 *Ottawa Free Press* *Sussex Street* *Sussex Street*

Arrivals of coal at the sheds of the St. Lawrence & Ottawa railway are very small at present but large quantities of lumber, however, are being shipped daily from that point.

15/07/1889 *Ottawa Free Press* *Sussex Street* *Rideau River bridge*

The preliminary work of the new C.P.R. bridge over the Rideau river for the use of the St. Lawrence and Ottawa branch, is almost completed.

24/07/1889 *Ottawa Journal* *Sussex Street* *Rideau River*

The superstructure of the C.P.R. bridge across the Rideau River is now being placed in position. When this is completed the temporary trestles placed underneath the bridge to support it during construction will be removed.

31/08/1889 *Ottawa Free Press* *Sussex Street* *Rideau River bridge*

The work on the new St. Lawrence and Ottawa Railway bridge over the Rideau River has been shoved forward so rapidly that it is now nearly completed, and trains will, it is expected, be running over it regularly very soon.

07/09/1889 *Ottawa Free Press* *Sussex Street* *Sussex Street*

A locomotive of the Canadian Pacific now daily hauls in trains from the Chaudiere junction on the St. Lawrence & Ottawa branch, laden with coal to the Lower Town depot. These trains pass over the new bridge on the Rideau, which is well high completed. A great deal of lumber is being shipped daily from the depot for the concern of MacLaren & Co. The lines will bring in car loads of freight daily for city merchants, but not any consignment under a car load.

23/09/1889 *Ottawa Journal* *Sussex Street* *Rideau River*

Work on the reconstruction of the C.P.Ry. bridge over the Rideau at New Edinburgh, is proceeding at a rate that indicates its completion before the end of the fall.

27/11/1889 *Ottawa Free Press* *Sussex Street* *Sussex Street*

Yesterday afternoon there arrived at the Sussex street depot of the St. Lawrence & Ottawa railway, the magnificent palace car "Victoria," which is kept for the private use of his Excellency the Governor General and the vice regal party. Mr. H.B. Spencer and Conductor Mackintosh came around in the car from Union station of the Canadian Pacific railway at the Chaudiere and Engineer F. Daniels ran the locomotive via the Chaudiere junction. The equipage of the rail was placed under a special car shed near the Sussex street entrance to the depot, where it will now be kept permanently, under daily and close supervision, and where hereafter, Lord Stanley and party will embark and debark when proceeding on or returning from a trip, via the Canadian Pacific railway.

24/03/1890 *Ottawa Journal* *Sussex Street* *Rideau River*

The C.P. Ry. has decided to put an end to foot passenger traffic over the old St. Lawrence and Ottawa railway bridge across the Rideau River in New Edinburgh. A brilliant notice in English has been placed at the King Street end prohibiting traffic and threatening prosecution for trespass. This must be an interesting notice to the German residents on the New Edinburgh side who cross over in this way to reach the Lutheran church at the corner of King and Wilbrod.

25/03/1890 *Ottawa Free Press* *Sussex Street* *Rideau River bridge*

The German residents of New Edinburgh are indignant at the action of the C.P.R. authorities in closing foot traffic over the St. Lawrence & Ottawa railway bridge thus cutting off an easy approach to the city. In future, however, they will have to come by way of the St. Patrick street bridge.

14/04/1890 *Ottawa Free Press* *Sussex Street* *Sussex Street*

Extensive repairs are being made to the St. Lawrence and Ottawa railway track, since the coal shipments have ceased coming into the Lower Town depot. Foot passengers still cross the bridge over the Rideau, but at their own risk, the company assuming no responsibility for accidents.

19/06/1890 *Ottawa Journal* *Sussex Street* *Rockcliffe spur*

Proposed branch of the CPR to Rockcliffe.

Once more a movement is afoot to give Ottawa a shipping point below the falls. This time Mr. T.C. Keefer is the mover, and it appears probable that the work will be begun in a few weeks.

The proposition is that the C.P.R. should build a loop line from the St. L. & O. to Rockcliffe so as to touch the navigable waters of the Ottawa.

Mr. T.C. Keefer, in conversation with the Journal, said: "It has long been felt in the city as a want, that no railway had immediate connection with the navigable Ottawa below the Chaudiere. Some years ago it was proposed to make this very spur but the St. L. & O. was too poor. Then the line passed into the hands of the C.P.R. and we are still anxious to have the spur built. Any line coming in there will tap not only the shipping waters of the Ottawa but will also open up a trade for the lumber of the Gatineau Valley. The survey for the spur has been made and the right of way for the land is mostly in our own control. The line will cost from \$15,000 to \$20,000 and can easily be built. Messrs. Bronson and Weston are working hard in the matter and we hope to soon see it. It may be a year or two, or it may be at once."

08/07/1890 *Ottawa Journal* *Sussex Street* *Rockcliffe spur*

Rockcliffe Water Front

The Proposed New Railway Spur to the River

The Want of New Piling Grounds to Meet the Changing Conditions of the Lumber Trade - How want can be met

The plan originally proposed by Mr. Reynolds, on behalf of the old St. Lawrence and Ottawa railway to run a spur from that old line to the navigable waters of the Ottawa appears to be more than likely to be fait accompli at an early date.

Mr. T.C. Keefer, in an interview with The Journal this morning, said: "The matter is progressing. This is the history of it. Mr. Reynolds made two surveys of the line, now we have made a third with a view to securing a track to the navigable waters. The most important view of the matter is that out of the railways running into Ottawa there is no line having connection with the great 60 mile reach between here and Grenville.

New Piling Grounds

If the track tapped this the lumber could be floated down and piled here, at very small expense. And very easily transhipped to all parts of the continent whether by water or by rail

Mr. Reynolds, in the days when there was no railway on the North Shore, first started the scheme in order to bring down the ore from the Hull mines and float it across on scows. At that time there was also no Chaudiere bridge, I always thought that if a railway were to tap here, and get a good water front, the Chaudiere lumbermen would pile their lumber on the flats below Rockcliffe. Lately I made another survey with my son in Toronto, which we think will be cheaper than routes proposed earlier. We control almost the whole right of way, and are willing to offer it to any line or lines of railway that will come down here. Within a week the managers of the two lines, Mr. Chamberlain, of the C.A.R. and Mr. C.W. Spencer, of the C.P.R., have been over the route, and I have no doubt it will be quickly done. Of course, since the first proposition rates of freight on lumber by rail have greatly altered. In Mr. Reynold's time it was \$95 a car from here to Boston, now it is \$35. Then the advantages of having railways right into the yards amongst the lumber is constantly creeping up over water transits. Besides, though navigation is handy, it is only one for six months in the year. The change in the American system of buying lumber also necessitates larger yards. In old time they bought the lumber, shipped and piled it before it was sold, taking all the risk. Now they buy the cut of the mills, but only from here as the sales are made.

20,000,000 feet of lumber in one yard

"In Bronson's yard here are now twenty odd million feet of lumber, and soon there will be more. The whole length of the switch would be two miles. It would leave the old St. Lawrence and Ottawa at the old Yielding homestead, pass the Cemetery road, come down behind Hemlock Lake, and thence down the ravine to the shore where there is any amount of front.

"

Mr. Bronson was also seen, he said: "I am every day expecting a definite answer from Mr. Spencer, but at present, though construction is probable, it is not settled.

17/07/1890 *Ottawa Free Press* *Sussex Street* *Sussex Street*

The generally silent Lower Town station of the St. L. & O. R.R. has a little hum about it just now owing to the quantity of coal coming in.

11/04/1892 Ottawa Journal Sussex Street

Collision between car No. 11 and a locomotive on the diamond east of the St. Patrick street bridge. See accident file.

12/07/1892 Ottawa Free Press Sussex Street Montreal road

The residents of the rapidly growing suburb of Janeville have taken it into their heads that they want a passenger depot established on the old St. Lawrence and Ottawa railway, at the crossing on the Montreal road. With a view to obtain a full expression on the point, several of them have asked Constable Moreau to call a meeting, and one will shortly be held. It is stated that if the G.T.R., on taking over the line will grant the residents this boon they will provide the site for the depot and the yard free of cost. Should the meeting adopt resolutions in favor of the station, a subscription list to pay for the site will be opened.

12/11/1892 Ottawa Journal Sussex Street Sussex Street

Men are now employed tearing down the old and dilapidated platform at the freight sheds of the St. Lawrence and Ottawa depot. A new platform is to be built and other improvements made round the depot.

06/01/1893 Ottawa Journal Sussex Street Rideau River

An old horse got into a very awkward position this morning. He escaped from his stables in New Edinburgh and strolled on to the St. L. & O. railway track and attempted to cross the bridge over the Rideau. When half way across his legs went between the stringers, all four at once, and the poor beast was powerless. The owner after a time was notified, but it took him a long time to release the animal. Fortunately no trains came along.

28/06/1893 Ottawa Free Press Sussex Street Sussex Street

Messrs. W.C. Edwards & Co. have already found the piling grounds at the mill too small and have opened yards and are laying foundations near the old St. Lawrence & Ottawa depot. Quite a number of piles already stand in the new yard and room is being made for more. The lumber is near the cars and the grounds will be found very handy for shipping by rail.

02/07/1895 Ottawa Citizen Sussex Street Sussex Street

The extension C.P.R. warehouse on Sussex Street, formerly the old St. Lawrence & Ottawa Railway station, narrowly escaped being wholly destroyed by fire early yesterday morning. As it was the east end of the building, facing Sussex street, was badly burned and the contents damaged. The contents consisted of over five thousand bags of flour, bran, etc., owned by Mr. Peter McRae, a large quantity of tar and felt paper, the property of Mr. Thomas Birkett. The average price of the flour and bran was about \$2 per bag making the total value about \$10,000. The bran was nearly all consumed by the flames and the flour damaged by water. More.

12/02/1896 Ottawa Free Press Sussex Street Sussex Street

Meeting of Standing Committee on railways.

-- entitled an act respecting the St. Lawrence and Ottawa Railway Company by which the Canadian Pacific Railway Company seeks to dispose of certain lands in this city, the proceeds of such sale to be set apart as a special fund to be paid out towards the substitution of iron bridges for wooden structures or towards any permanent improvements of the roadbed or other properties as shall be approved by the Minister of Railways and Canals.

Judge Clark explained the objective of this bill, and said that the land, amounting to about forty or fifty lots, had become surplus lands, and were no longer of any use to the company for railway purposes. The land was valued at about \$200 to \$300 a lot and what the railway asked was that they might have permission to dispose of the property, and after a short explanation the preamble and one clause was adopted, and the bill was reported to the house.

28/02/1896 Ottawa Free Press Sussex Street Sussex Street

A lot of scrap iron has been stolen from cars at the old Prescott and Ottawa depot.

04/05/1896 Ottawa Citizen Sussex Street Sussex Street

Account of an accident in the Lower Town Yard.

It is not often nowadays that there is much business done in the Lower Town Yard and when a train runs that way it attracts a crowd. Saturday night between eight and nine o'clock an engine was engaged in shunting cars there and a very large number of spectators were around. When the train was east of Dalhousie street --

Car ran right over a boy without hurting him--

15/10/1896 Ottawa Citizen Sussex Street Sussex Street

The Canadian Pacific Railway company is applying through Messrs. Scott & Scott for permission to extend their tracks from the old St. L. & O. yard along Sussex street to the lumber yard of the Edwards Company. In a letter read at a meeting of the Board of Works last evening Messrs. Scott & Scott stated that their clients had noticed that an application was at present before the Council on behalf of the Electric Railway Company for permission to extend their tracks into the Edwards Company's yards in order to allow them to carry lumber to the C.A.R. depot and the C.P.R. Co. submitted that if this application was granted and the Electric Company allowed to come into competition with them in the carrying of lumber they should be granted the facilities necessary to enable them to compete on equal terms.

The matter was left over pending the submission of plans of the crossing etc. by the company.

15/10/1896 Ottawa Journal Sussex Street Sussex Street

C.P.R. now wants to lay tracks to the W.C. Edwards yard from St. Lawrence and Ottawa yard, across Sussex Street.

27/10/1896 Ottawa Journal Sussex Street Sussex Street

The new piling grounds of the W.C. Edwards Company on Stanley Avenue, New Edinburgh, are becoming quite extensive. The lumber piles now cover several acres.

18/11/1896 Ottawa Citizen Sussex Street Sussex Street

The burnt C.P.R. freight sheds on Sussex street are about to be rebuilt. The damaged portion is now being cleared away.

19/11/1896 Ottawa Journal Sussex Street Sussex Street

The burnt portion of the C.P.R. freight sheds on Sussex street near Boteler has been torn down and is to be rebuilt.

03/12/1896 Ottawa Journal Sussex Street Sussex Street

The Board of Works met last evening and recommended that the city council grant the C.P.R. permission to build their tracks into Edwards and Co.'s yards, New Edinburgh.

Meeting of the board of works.

The C.P.R. company submitted a profile of the tracks which they desire to run from their Lower Town yards into the Edwards company yards. The Edwards company asked that the privilege be granted. The city engineer explained that the tracks run entirely on city property.

Ald. Davis said he was tired of locomotives running on city streets.

Mr. C.W. Spencer arrived at this point and explained that the tracks would not be carried across Sussex street at present: it would be subject to a future arrangement with the city.

There appeared to be some likelihood of trouble arising as to the right of way and Ald. Hasteley and Dalglish moved that the petition be granted subject to provisions being made by the mayor, city manager and city solicitor.

Ald. Davis could not see the advisability of such a decision - he had had so much trouble with steam railways running on city streets that he would oppose the proposal. He claimed that the tracks would run diagonally across the street.

Mayor Borthwick thought that the concession would save the streets from heavy traffic.

On division Ald. Davis and Hewlett voted nay with Ald. Champagne, Hasteley, Dalglish and Wallace in favor thereof.

21/03/1898 *Ottawa Citizen* *Sussex Street* *Rideau River bridge*

Workmen are employed clearing away the material in a break water at the St. Lawrence and Ottawa bridge which was loosened in the recent ice push and today was carried away and sunk off the small island opposite Ald. Roger's residence.

07/05/1898 *Ottawa Free Press* *Sussex Street*

William Smith has entered an action against the C.P.R. for damages for wrongfully discharging water on the plaintiff's land on the junction gore in Gloucester. He also wants an injunction to restrain the company further offending in this respect.

13/03/1899 *Ottawa Free Press* *Sussex Street* *Rideau River*

The New York and Ottawa Railway company have completed the building of four new piers for the protection of their bridge across the Rideau at New Edinburgh.

21/06/1899 *Ottawa Journal* *Sussex Street* *Rideau River*

The old St. Lawrence and Ottawa Railway bridge now owned by the CPR across the Rideau River near New Edinburgh will be replaced shortly by a new steel truss bridge. The contract for the steel structure has been let, and the work will be begun in a short time.

The new bridge will be an ordinary four steel truss structure - each truss one hundred feet long. The Hamilton Bridge Works Company, of which Messrs. Berbridge and Dingman, are local agents, will supply the steel. The estimated cost is \$10,000. The stone piers which support the present structure will be used for the new structure.

31/01/1900 *Ottawa Citizen* *Sussex Street* *Rideau River bridge*

Work on the new C.P.R. bridge over the Rideau River below St. Patrick street was commenced on Monday. A large gang of men is engaged at work.

20/03/1900 *Ottawa Free Press* *Sussex Street* *Rideau River*

The new C.P.R. bridge to replace the old St. Lawrence and Ottawa structure across the Rideau river is nearly completed. The last span is being placed and the whole iron structure will be finished in a few days. There has been no interference with regular traffic. The bridge is known as a pin and link one and consists of four sections.

04/04/1900 *Ottawa Citizen* *Sussex Street* *Rideau River bridge*

In blasting for the channel one of the piers under the C.P.R. bridge was moved several inches, although it was heavily constructed of stone. Traffic has been suspended until the bridge inspector reports on the matter. City Engineer Galt examined the structure this morning and states the pier has been moved but the bridge itself has not been damaged. The C.P.R. has notified the city engineer that the corporation will be held responsible for any damage that may have been caused.

Also reported in the Ottawa Free Press, same date. - structure moved two inches.

03/05/1900 *Ottawa Free Press* *Sussex Street* *Rideau River*

The new four hundred foot bridge of the C.P.R. across the Rideau river near Sussex street is now completed. The finishing touches were put on the structure yesterday. The pin is known as pin and link one, is built of iron and consists of four spans. It rests upon three piers and two abutments. The work of placing it in position has given employment to a large number of men. The Hamilton Bridge Works company had the contract, which was looked after by Messrs. James Hill and Jas. A. McGill. --

09/02/1905 *Ottawa Journal* *Sussex Street* *Dalhousie Street*

Smashed by freight train.

House on Dalhousie Street wrecked.

\$500 damage done to frame house by open door of refrigerator car.

Many strange railway accidents are reported from time to time but one of the most novel occurred yesterday morning in the old St. Lawrence and Ottawa railway when a freight train almost wrecked a frame house on Dalhousie Street.

Yesterday morning a freight train having a refrigerator car attached was shunting in the yards of the St. Lawrence and Ottawa. The train was crossing Dalhousie Street when the door of the refrigerator car which had swung open came in contact with the house of Mrs. Ryan, 79 Dalhousie Street.

The windows and almost the entire front were smashed in. The walls inside were broken and the pictures knocked down. The whole interior of the house was upset and furniture broken.

The house is owned and occupied by Mrs. Ryan, who was at home when the accident occurred but was uninjured.

Mr. W.J. Code, barrister, Sparks Street, investigated the accident and the damage done. The damage will amount to between \$300 and \$500.

The houses all along the railway are very close to the track but an accident of this kind could only happen by a car whose door swung out instead of sliding back. Mrs. Ryan will send her claim to the C.P.R.

08/12/1905 *Ottawa Citizen* *Sussex Street* *Janeville*

New depot and stock yards.

CPR will shortly erect at Janeville

New buildings will be entirely for freight.

A freight depot and stock yards will shortly be erected by the C.P.R. at Janeville.

A track of land has been purchased from Mr. Robt. Cummings and work on laying out necessary grounds and on the erection of buildings will commence as soon as the snow leaves in the spring.

The C.P.R. owns the old St. Lawrence and Ottawa line and a freight shed will be erected on a convenient site to the Montreal Road.

There are a number of large shippers with places of business near Janeville and it is for the accommodation of these the station will be built. Gleeson and Terrance, Ed. Devlin, H. Crouch, drovers are in the vicinity and Ladouceur's planing mills are nearby.

McTaggart Street Yard. Residents wish City to prohibit the CPR from further using it.

A petition has been forwarded to the city council asking that the C.P.R. be prohibited from using McTaggart Street near its Sussex Street terminus as a shipping yard any longer. The petitioners claim that there is only twenty feet of street between railway track and the sidewalk and that there have been several narrow escapades of children from being trampled by horses; that in case of fire the brigade could not get near houses or hydrants; that bakers and milkmen refuse to deliver on said street; that waggons are left on the street all night and that much freight is being shipped there to the annoyance of the residents. There are eight signatories to the petition which will be presented to council to-night.

08/12/1906 *Ottawa Journal**Sussex Street**McTaggart street*

Ald. Gauthier has met with Mr. H.B. Spencer and with him looked over the yards off McTaggart street and examined residents' complaints..

Since that time there has been no work done by the C.P.R. on this street at all. and Mr. Spencer informed Mr. Gauthier that this state of affairs would continue.

In the spring it was intended by the company to put in more tracks in the yards and use McTaggart street simply for entry and exit to their yard.

There is however a bigger scheme on the table. The C.P.R. now owns considerable property on both sides of McTaggart street and the company intends to acquire if possible all this property and close up the street completely. This would give the company a large yard and do away with any complaints such as have been made over the use of this street.

01/08/1907 *Ottawa Journal**Sussex Street*

Article "The Evolution of Transportation". Includes a picture of the Sussex Street station.

03/01/1908 *Ottawa Journal**Sussex Street**St. Patrick street*

August Waunk was killed this afternoon.

Car No. 58 was travelling towards the city when the St.L. & O. train hit it. More.

04/01/1908 *Ottawa Citizen**Sussex Street**Beechwood Avenue*

YESTERDAY'S COLLISION

Caption to top picture:

This photo shows the vestibule of the upturned street car, as it was carried 100 yards by the backing freight car

Caption to second picture

This photo shows the rack of the car from which all vestiges of the body have been torn and as it lay on the track after the collision. The roof just shows in the foreground.

These views give an idea of the effects of yesterday's wreck on the street car line in Clarkstown. They were taken for the Citizen immediately after the wreck.

The accident happened at 1.16 o'clock. A St. Patrick street car was coming from New Edinburgh towards the city. It was crossing the St. Lawrence and Ottawa track when a heavy freight car, which was being shunted in to the New Edinburgh yard, struck it squarely, cutting it in two and shoving it for the distance of a city block.

A number of men under Mr. Sydney Sherwood were engaged in excavating for a sewer under the crossing. A large deep trench had been made, and the earth was piled up to the height of about nine feet. The workmen saw the train coming, and shouted to the motorman. Mr. Wank, evidently thinking that the motorman would stop before he reached the crossing, stood against the bank of clay. The freight car caught the street car squarely, and shoved it right off the rails and against the banks of earth on each side of the railway, literally crowding it through a space one half the length of itself. One end of the car caught Mr. Wank and crushed him against the bank. It was all over in an instant. The woodwork of the car was completely shattered and stripped from the truck, which was shoved along the track for some distance. From the appearance of the wreck after the accident it is wonderful how the passengers were not all killed. The freight was going at a speed of about twelve miles per hour, according to the judgment of the men who saw the accident.

Speaking of the accident, Mr. Hutcheson, superintendent, said he was at a loss to know how the accident could have happened. It was the rule for the conductor and motorman to ascertain if the track was clear before crossing, he said. There was only one train on that road per day, but as it passed at no set hours the men in charge of the street cars on that line were cautioned to be on the lookout for danger at that crossing. The crossing was not considered a dangerous one, as there was an unobstructed view both ways for at least half a mile. The sun was shining in the motorman's face, and this may have prevented him from seeing the train. His attention perhaps was drawn to the workmen at the crossing and it may have been on that account that he failed to observe the train. He was so badly shaken up by the accident that he was unable to give his side of the story.

TRAIN CREW TELLS STORY

Of New Edinburgh Crossing Fatality.

INQUEST OPENED

Car Stopped, Started and Failed To Cross C. P. R. Tracks.

Coroner Baptie, with Crown Attorney Ritchie, Solicitor W. H. Curie, and C. J. R. Bethune, opened the inquest last night into the facts surrounding the death of August Wank, who was killed Friday in a collision between a C.P.R. freight train and a St. Patrick street car, at the crossing on Beechwood avenue. A number of witnesses were examined, and the inquiry adjourned until next Tuesday. No street car witnesses were heard, some of them being in hospital.

Several witnesses said the freight was moving "at a fast rate," the trainman said eight or nine miles, and further stated that regular signals were given, whistles sounded, and bells rung. A feature was evidence to the effect that the street car stopped some distance away, and again just on or near the C.P.R. track.

Sidney Sherwood, corporation foreman in charge of the gang, said he heard the freight whistle near the curve, whereupon witness ran and warned his men of danger. The car, when he first saw it, was stopped at the beginning of the curve about 50 feet from the tracks. Witness waved his arms, and the street car stopped with its fender on the C.P.R. rails. The motorman then apparently saw the freight for the first time, and speeded up his car, it being hit as it was dead on the center of the rails. Witness had seen no brakeman to whom he could signal, nor could he say if any bell had been rung. The C.P.R. train pushed the street car about 175 feet.

The motorman, after the accident, when met by the witness, had said.

"My God, is there no one to help me."

The C.P.R. train was going about 12 to 14 miles per hour, and the engineer was looking out the river side of the engine.

The motorman, said witness, to a juror, was watching the men at work in the drain, and did not see the C.P.R. train till about fifteen feet away, when he stopped on the tracks.

Dr. M. O. Klotz deposed to medical facts relative to death, which was due to hemorrhage and shock. The lower part of the body was badly crushed, and both thigh bones broken.

WAS GOING FAST.

Mrs. Valido Marleau, 14 Beechwood avenue Clarkstown, an eye-witness, said that the train was going fast at the time. She had taken the motorman into her house after the crash, but was rather vague as to the latter incident, as she had seen both the train and car from the window, and then run to the door at the moment of impact.

Mrs. Mary Karney, Beechwood avenue, shed no light on the matter. She heard no bell or whistle. Mrs. Celia Normand, another eye-witness, said the "car came fast."

Mr. J. Whelan only saw the body after the accident, but a woman, another resident, near the accident, repeated in poor English the words "the train come fast." She heard no whistle or bell.

THE ENGINEER.

Matthew Moran, C.P.R. engineer, on extra train No. 1,236, that hit the car, then took the stand. The train was one of three freight cars, with a fireman, two brakemen, and, as witness thought, Conductor Crawford. One brakeman was on the rear car, under no special orders, and gave the back up signal at the Y, and the stop signal just before the accident with the car. The latter signal came just before the crash. The bell was rung and the whistle blown. The engine was running at eight miles.

The coroner pressed for an explanation as to why the cars had backed in, to which witness said that he had to, in order to avoid going into a blind switch. He had made a running shunt, or was intending to, at the Sussex street yards.

Mr. Ritchie: "Why did you not stop your train before coming to the crossing?"

Mr. Moran: "We are not supposed to."

Mr. Ritchie: "The Railway act says you are. Mr. Ritchie then read the rule as to stopping when crossing a main junction. But witness read another rule where the absence of a flag man obviated any stop. This rule seemed to apply to the stop in question, and Mr. Ritchie proceeded as to brakes. There were air brakes on the three cars. Engineer Moran had not seen the street car at all, and besides the fireman's cry of "Whoa!" there was a definite signal from the rear, but the two came together at the instant of impact. The brakeman was about ten feet from the rear end of the car, and did not jump. Witness thought the conductor was in one of the cars, a potato car, but he was not on the train at all, it seems.

THE CONDUCTOR.

Jeremiah Crawford, conductor, said he had to remain with the rear end of the train at Chaudlere junction.

THE FIREMAN.

Martin O'Neil, the fireman, testified to ringing the bell at the crossing. He said the car had stopped after making the curve, and he thought was going to let the train pass. It began again, and was hit, witness crying "Whoa!" as the crash occurred.

Geo. Bennett, brakeman, was on the tender of the engine, and heard the whistles and bell ringing. The street car stopped about twenty feet away, and then started, the train being "three or four cars away" at the time. He saw [sic] a man trying to stop the street car, but fail. The motorman seemed to be looking at the train.

Ed. McCarthy, rear brakeman, said both bell and whistle sounded. The car was not seen until it stopped after the curve, when it began to speed up. The train was about four cars away. It was then the stop signal was given and the cry uttered to "anyone who could prevent the accident." Mr. McCarthy said eight or nine miles an hour was their speed.

The inquest then adjourned until next Tuesday.

WANK INQUEST

Conflict of Evidence as to Events Leading up to Accident

The August Wank inquest had its second hearing last night at the police court. Coroner Baptie, Attorney Ritchie, W. H. Curle, and C. J. Bethune being on the bench, and a dozen witnesses being heard. The next hearing, which was fixed for next Tuesday, is expected to be the final session.

Whether there was any bell sounded or whistle blown, or whether there was a brakeman on the freight train, seemed to be doubtful topics.

The first witness, F. E. Perney, after describing the wounded motorman's appearance and the work of rescue, went on to state his own experience. As he was walking near the crossing he heard Foreman Sherwood shout to the motorman, and, as the car still approached, witness shouted as well. The street car being less than ten feet away before the motorman saw the train, it was hit an instant later, as the motor-man began to slacken speed. The car was dead on the center of the tracks when struck, and carried away. Witness heard no bells or whistles, and thought the train was going at fifteen miles per hour. When first seen, the street car was going so slowly, witness thought it was about to stop.

DID TRAIN WHISTLE?

Pressed for an answer, witness said he heard no bell, nor whistle, and remembered that at the time of the impact. Afterwards, he said, his attention was taken up with the train and car, and he could not say whether the whistle or any bell had sounded.

Mrs. Alice Whelan deposed to having heard the train whistle, and, on looking from her window, saw the accident.

Emile Dube, a boy, and C. Robin, both testified, the latter referring to the Young rendering plant as the "glue factory." They both said there was no brakeman on the freight cars.

Albert Roymas did not see any brakeman on the train, nor had he ever seen a conductor get out and go ahead of his car to see if the way was clear. This was done the afternoon of the accident, after it had occurred.

John Loft heard no bell or whistle before the crash, and said that the train backed in quickly and noiselessly. Witness became mixed in trying to make a diagram for the jury, using his finger to trace an imaginary plan.

Several others testified, one of whom declared that when he first saw the approaching train there was a man on top of the second box car, but the brakeman disappeared as the train came on. Still another said the train whistled three or four times, and the motorman drove his car on to the tracks.

22/01/1908 *Ottawa Citizen**Sussex Street**Beechwood Avenue*

JURY CENSURED O.E.R. AND C.P.R.

In Connection with Crossing Fatality.

RULES NOT HEADED

Car Crew Swore Crossing Regulations were Never Observed.

"That August Wank came to his death on January 3rd, on Beechwood avenue as a result of a collision between a C. P. R. freight train and car No. 58 of the Ottawa Electric Railway company. If rule No. 15 of the rule book of the Ottawa Electric Railway company, and Section 278 of the Railway act had been carried out, no collision would have occurred. We also censure the Ottawa Electric Railway company for not seeing to it that that rule was enforced, and the C. P. R. for running trains backwards on its main line at so great a speed within the city."

The foregoing verdict was arrived at, last night, after a prolonged inquiry by Coroner Baptie's jury into the recent New Edinburgh fatality. two jurors dissenting. Rather interesting evidence was given by the motorman and the conductor. The former cannot read and can write his name with a little trouble. Neither of the men, they stated on oath, paid any attention to the rules of the company regarding crossings of steam roads; and inspectors of the company, the conductor alleged, had frequently seen these orders violated.

THE CONDUCTOR.

Conductor Emery Soubilere testified "under protection," a somewhat confusing term to the witness. On January 3, witness was in charge of the car in question. The car stopped on the curve as the trolley slipped off, and, in the meantime, as the pole was being replaced, a passenger got on. Two bells were given to start the car. Witness did not see the train backing up as he was busy collecting the fare, and watching his own car. Witness, while in the service for two years, was only a conductor for three weeks prior to the accident. However, he was quite familiar with St. Patrick street route, having traversed it for some nine months. The present rules contained one (No. 15) to the effect that the conductor must get off his car at all steam railway crossings, look both ways and then give the "go ahead" signal, the motorman not moving till he, too, had looked and was sure his car was clear.

Did you observe this rule on the day of the accident?"

"No. I thought the motormsn could see as well as I could. I never went ahead of a car in my life at a crossing and while I was motorman, for eight months, I never saw one go ahead, either. I have gone over that crossing with inspectors on the car with me. and I never got off; nor have I ever had orders to stop and go ahead of the car."

Witness said he heard no bell or whistle before the crash; nor did he hear anyone shouting.

Questioned further as to the rules. Conductor Soubilere said the old rule book, that he had in his pocket at tho time of the accident, was at home, but it was the same as the one produced.

"You knew the rule about going forward of the car and then signalling the motorman?"

"Yes. I knew the rule, but no one ever seemed to observe it and so I did not. I never thought of the rule on the day in question."

Mr. Curie: "Are you in the employ of the company?"

Witness: "No not since the accident. I may say I was given a set of rules two years ago, and read them over."

When witness came to, after the crash, he was lying almost on top of Wank, the dead man.

Hermann Fliegel, the motorman, said he had always been in the company's employ as a motor-man, joining the service a year and nine months ago. He was given a rule book when he joined, but he did not read it. He was told by his fellows workmen as to the rules. As to the rule of stopping at steam railway crossings he did not know anything about it.

COULD NOT READ.

The witness said he could not read, when asked why he had not read the rules. He could not write either, but said he could "get along well enough to make out on his car," and write his name. When applying for his job he had another man write out his letter and he signed it. He was never asked by a company official whether he could read or write. He bore out the evidence of the conductor as to the alleged neglect of the crossing rule. He said, too, that he had slowed up his car to pass men on the edge of the trench beside the tracks and did not see nor hear the train.

Mr. Adolphus Parker, Eardley, Que., a passenger on the street car, said he was sitting In the rear of the car when it was struck. He saw and heard nothing.

09/07/1908 *Chesterville Record**Sussex Street**Hurdman*

John B. Leary, a young Irishman, with no relatives in this country and employed as a telegraph operator on the CPR was drowned this morning. He was employed at the junction of the CPR and NY&O at the east end of the city, and this morning went to bathe in the Rideau River, nearby. He swam out into deep water and was seen to sink suddenly, having probably been seized with cramps. The body was recovered by CPR Engineer Wm. Dudley, but life was extinct.

19/07/1910 *Ottawa Journal**Sussex Street*

C.P.R. buys land to extend freight yards. Sussex Dalhousie area - article.

First View is unfavorable

Connaught household where landed at Old station

"Can this possibly be Ottawa, the capital city of Canada?" gasped the advanced guard of H.R.H the Duke of Connaught's household as their special train of three Pullman sleepers, erdina, day coach, three baggage cars and express car was shunted into the yards at the old St. Lawrence and Ottawa railway station on Saturday night at seven o'clock. The outlook from their train to the rows of shacks and dilapidated buildings in the vicinity of the yards was evidently not their expectation of what their home for the next few years should be, and they did not hesitate to express their views on the matter.

While the railway officials shunted the train into the old yards they did so with the idea of making the haul for the baggage a short one to Rideau Hall, and did not consider the surroundings. The old station, which is nothing more than a disused shed, looked anything but reassuring in the dim light of the evening to the newcomers, and the train was pulled into the yards and shunted about for a time, finally coming to a standstill on a siding.

There were twenty-eight servants and three aised-de-camp in the party, which arrived at Montreal on Saturday morning by the SS Victorian.

There was one baggage car of personal baggage, two cars of household baggage and an express car containing two high power automobiles. There were 221 pieces of baggage in all, and about 450 additional pieces are expected with the Royal party when it arrives on Saturday.

The party remained on board the cars Saturday night and on Sunday removed the effects to Rideau Hall. There a new residence for the Duke's household has just been completed and the newcomers were installed.

The old St. Lawrence and Ottawa station has not been used for passenger trains for years, but as it is the closest siding accommodation to Rideau Hall, the railway officials decided to run the special there for convenience sake. Doubtless the first impressions of those of the household who arrive Saturday were anything but brilliant, but they will soon be dispelled when they have a chance to see the beauties of the city from a better viewpoint.

02/05/1914 *Ottawa Journal**Sussex Street**Sussex Street*

The application of the St. Lawrence and Ottawa Railway Co. for authority to expropriate land on the north side of McTaggart Street, Ottawa, for the enlargement of its Sussex Street Terminals will be considered by the Board of the Railway Commissioners on Tuesday morning at 10 o'clock. The question of requiring further and additional smoke consuming devices and the amplification of the existing orders with a view of abating the smoke nuisance at the terminals will also be considered.

05/05/1914 *Ottawa Journal**Sussex Street**Sussex Street*

The Board of Railway Commissioners this morning granted the application of the St. Lawrence and Ottawa Railway (Company (C.P.R.) for authority to expropriate a piece of land on the north side of McTaggart Street, Ottawa for the enlargement of its Sussex Street terminal.

16/08/1920 *Ottawa Journal**Sussex Street**Ottawa*

YOUTHS DUCK ENGINEER OF THE PRESCOTT TRAIN

Passenger on the C.P.R. Prescott train, which leave Union Station at 9:50 a.m. were entertained on Saturday morning with an exhibition of misguided humor, which might have had serious consequences. Forsnugly ensconsed on the top of a box car near Billing's Bridge with a pail of water, one of a graceles trio of youngsters unconcernedly awaited the approach of the train, and when the cab of the engine was abreast him, with perfect deflection and wind allowance, deluged the engineer with a blinding shower. The train was rudely jerked to a standstill as the stricken driver unconsciously applied the air brake, and inside the train passengers were hurled from their seats by the sudden stop. And the next moment with a huge hammer clenched in his fist and a rage glaring from his by now dry eyes, the engineer emerged from his cab and searched relentlessly through the yard for the culprits. They had, however, fled and a few minutei after the train resumed the dull monotony of its run.

Repeated verbatim in the Kemptville Weekly Advance of 19 August 1920

20/07/1928 *Ottawa Citizen**Sussex Street**Sussex Street*

Ottawa's first railway station will soon be gone. Situated on McTaggart street between Sussex and Dalhousie, the old structure built many years ago is now being demolished by the Canadian Pacific Railway which used the building as a freight office up to last year when a new office was erected in the Sussex Street yards.

The one-time station, one of the city's oldest landmarks, was built by the old Ottawa and Prescott Railway and was known as the St. Lawrence and Ottawa station.

21/09/1932 *Ottawa Citizen**Sussex Street*

Man Sleeps on Railway Tracks As Train Comes

C.P.R. Locomotive in Ottawa Suburban Area Is Stopped Just in Time to Save His Life.

George Joseph Ward, who gave his address as the Union Mission, will probably greatly appreciate the fact that he was arrested early this morning when the circumstances are outlined before the magistrate. Ward as found lying sound asleep across the rails of the C.P.R. line between Hurdman station and Ellwood. Engineer Ernest Ingram, 141 Spadina avenue, brought his locomotive to a stop barely in time to avoid running over the man.

Ward was picked up by the engine crew, placed in the caboose and brought to the Ottawa station where he was handed over to Investigator McCoy, who placed him under arrest on a charge of trespassing on railway property. The I engine was hauling a carload of hogs from the Broad street yard to Hurdmans when the man was noticed lying on the track about half a mile from Hurdman's Bridge.

Ward pleaded guilty of trespassing on railway property when he appeared in police court this morning. He was remanded one week for sentence.

21/09/1932 *Ottawa Citizen**Sussex Street**Hurdman*

Man sleeps on railway tracks as train comes.

CPR locomotive in Ottawa suburban area is stopped just in time to save his life.

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Boy fatally foot loses both legs under freight car

Omer Cement, aged 8, loses his grip on iron step and falls under wheels.

Trying to "jump" a ride on a freight train from St. Patrick Street bridge to the Montreal Road, eight-year-old Omer Clement, son of Mrs. Alfred Seguin, 6 1/2 Beechwood Avenue, Eastview, and the late Felix Clement, slipped under the wheels of a boxcar at noon Saturday and died two hours later from the terrible injuries he sustained.

The accident occurred on the Canadian Pacific Railway spur line connecting the Sussex Street yard with Hurdman's bridge, at the east end of the St. Patrick Street Bridge. Losing his grip on the iron step of the car, the boy lost both legs under the Wheels. Death ensued at the Ottawa General Hospital about 2 p.m. Caught hold of step.

Members of his family said they had been told that the boys had been in the habit of jumping on the slowly moving freight trains which are backed over the spur line from Sussex Street to Hurdman's. Unknown to the crew, the boys would hang on to the side of the box cars until the train reached the Montreal Road, in the heart of Eastview, where they would jump off.

According to what the family learned and what Ottawa and Eastview police reported, Omer, who had been playing with half a dozen other boys, caught hold of the step of the last boxcar in the train, next to the caboose, but he lost his grip and slid under the wheels, which passed over both legs, severing the left one at the thigh and the right one below his knee.

The train was stopped within a few feet and Roger Crouch, 30 Windsor Avenue, a city employee working on the bridge, pulled the boy out. Mr. Crouch called Gautier's ambulance, which took him to the hospital. Dr. J. C. Woods did all he could, but the shock and loss of blood were too much for the boy.

Crew of the Train

Ernest Pumple, 114 Percy Street, was the engineer of the train, which was in charge of Thomas Fortune, 1074 Gladstone Avenue, the conductor. Sergt. Emil Martel, of the Eastview police, and Constable Reginald Axcell, of the city force, investigated.

Opened by Dr. R. M. Cairns, coroner, at the hospital, an inquest into the fatality was adjourned until 8 p.m. Friday at police headquarters.

25/09/1933 *Ottawa Citizen**Sussex Street**Beechwood*

Boy trying to ride on freight train his killed

8 - year - old Eastview child, in imitating several older boys, fatally injured,. Inquest opened

An attempt to imitate older boys and get a ride on a slowly moving C.P.R. freight train ended fatally on Saturday for 8-year-old Homer Clement, 6 1/2, Beechwood Avenue, Eastview, when he fell under the wheels of one of the freight cars and both legs were severed. He was rushed to the Ottawa General Hospital, Water Street, but despite medical attention, died within 2 hours.

Dr. R. M. Cairns, coroner, was called and opened an inquest at the hospital. After the formal identification of the body and the swearing in of the jury, the hearing of the evidence was adjourned until 8 o'clock on Friday evening at the police station.

The accident happened shortly before noon on Saturday. The C.P.R. freight was backing across Beechwood Avenue, just east of the bridge, and several boys caught the steps of one of the freight cars to ride as far as the Montreal road where, when the train slows down again they would get off and walk home.

Fell under Wheels.

Young Clement thought that he, too, would get a ride on the cars, but missed the step and fell under the wheels of the train. Several of the other boys shouted to have the train stopped, and the injured child was taken from under the wheels by Rodger Crouch, 30 Windsor Street, a city employe, who had been working on the bridge and witnessed the accident.

Gautier's ambulance was called and the boy was rushed to the hospital where it was found that his rightleg was severed at the hip and the left leg at the knee. Dr. J C. Woods immediately operated but he died shortly after.

The engineer of the train was Ernest Pumple, 114 Percy Street, and the conductor Thomas Fortune, 1074 Gladstone Avenue. The boys were boarding the train from the west side according to witnesses although both the engineer and conductor stated that they did not see them. They said that there were always several boys loitering around the tracks when the train was going through, but that they were not aware that the boys had to be boarding the cars.

30/09/1933 *Ottawa Citizen**Sussex Street*

Death of little boy is declared accidental

The death of Omer Clement eight years of age, of 6 1/2 Beechwood avenue, was accidental a coroner's jury declared at an inquest in the police station last night. The young boy was fatally injured when he tried to get a ride on a slowly moving train near Beechwood avenue on Saturday, September 23. When he tried to board a C.P.R. freight train, he missed the step of one of the cars and fell under the wheels of the train.

The following witnesses gave evidence:

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09/08/1935 *Ottawa Citizen**Sussex Street*

Roland Dion and other residents from 182 to 194 Sussex street wrote protesting against a dust nuisance from coal piled in the C.P.R freight yard opposite their houses. The board will ask the Bruce Coal Company, owners of the coal, to abate the reported nuisance.

08/12/1936 *Ottawa Citizen**Sussex Street**Montreal Road*

Motorcar Crashes Against Train At Eastview Crossing

A taxi driver and two Eastview election campaign workers narrowly escaped serious injury yesterday when their car crashed into a moving freight train at the Montreal road crossing, in East-view. The car was badly wrecked and its occupants shaken up.

The car was driven by Felix Lamoureux, 151 Montreal road, taxi owner, and the other occupants were Mrs. Thomas Lowden, 31 Ethel street, and her sister-in-law, Mrs. Alex Foubert, 5 Dagmar street. They were on their way to pick up electors to convey them to the polls.

Constable Emile Martel, of the Eastview police was an eye-witness of the accident. According to his report, a C.P.R. freight train was backing north on the Eastview siding. The train came to full stop before entering the highway and the usual warning was given, he said.

Mr. Lamoureux, who was driving west on the Montreal road, failed to notice the approaching train. He suddenly applied his brakes when but a short distance from the slowly moving cars and ran into the second last one, a gasoline tank. The pavement was in a slippery condition at this spot.

Lamoureux' car was thrown sideways. The front part was badly damaged. The train crew, composed of Engineer Harry Baker, 1050 Gladstone avenue; Conductor Thomas Fortune, 1074 Gladstone, and Trainman R. D. Donaldson, 164 Arlington avenue, were not aware of the accident until the locomotive was over the crossing.

Youth injured in diving off bridge.

Losing his balance while attempting to dive off the C.P.R. bridge over the Rideau river near the Minto bridges, Lucien Latulippe, 17, of 200 Water street, was injured yesterday afternoon when he crashed into iron girders. He was rushed to the Ottawa General Hospital in Gauthier's ambulance.

His injuries consist of numerous cuts and abrasions to the head, chest, arms and legs. Several stitches were required to close some of the wounds. Dr.

McCullough attended the injured youth. Following treatment he was allowed to go home.

Along with a group of friends, Latulippe was diving off the bridge floor about 15 feet above the water. He climbed up a girder to a height of about eight feet above the floor of the bridge and was preparing to dive when he lost his balance. In his fall he managed to grip a girder but could not retain his hold. His body struck the railway ties and then rolled into the river after striking other girders.

Despite his injuries he was able to swim for a while and was assisted to shore by other swimmers.

Constable Roderick Grant investigated the accident.

07/11/1940 *Ottawa Citizen**Sussex Street**Billings Bridge*

Two Injured In Crossing Crash Outside Ottawa

Mrs. A. R. Charbonnieau, 436 Nelson St., in Critical Condition. Montreal Driver Also in Hospital.

Two persons were injured, one critically, when an automobile and train collided at level crossing on the Metcalfe road, half a mile from Billings Bridge, about midnight last night.

Loses Right Eyesight.

The more seriously injured person, Mrs. A. R. Charbonneau, 436 Nelson street, will lose the sight of her right eye. She also suffered fractured nose and multiple cuts and bruises. Following an operation at the Ottawa General Hospital this morning, officials stated that Mrs. Charbonneau's condition is slightly improved but that it is still critical.

George Richmond Pelletier, 32, of 10826 St. Denis street, Montreal, driver of the car, suffered a fractured left leg and multiple cuts and bruises. The complete extent of his injuries will not be known until X-ray plates taken this morning are examined. He is also in the General Hospital.

The accident occurred at the C.P.R. crossing at Billings Bridge. There is no wig-wag sign or bell, but there is a sign about 300 yards from the crossing to warn the public.

Hit by Pool Train.

According to police, the car was travelling towards Ottawa and had slowed down, but did not stop at the crossing. The train, a west-bound C.N.R.-C.P.R. pool train, hit the front of the car a little to the side, pushing the engine back and to one side and shattering the windshield and door windows.

Both Thrown Out.

Both occupants were thrown out the left hand side of the vehicle and the train came to a stop before the last coach had passed the crossing.

Residents of nearby homes, hearing the crash, had to crawl under the coaches to get at the injured persons, on the other side of the tracks, who were taken to the residence of Orval Kinnaird. First aid was administered by Col. A. T. Shillington, M.D., and then taken to hospital in Hulse and Playfair's ambulance.

The train was in charge of Engineer William Short, 508 Parkdale avenue, with W. F. Alexander, 471 Somerset street west, as conductor.

The front of the automobile, which was a 1940 model, bearing Quebec license plates, was completely smashed. Parts of the front headlights and the bumper were picked up a considerable distance from the scene. The car was turned completely around by the force of the impact.

Mrs. Charbonneau, according to a brother-in-law, was married only seven weeks ago. Mr. Pelletier is an employe of a Montreal distillery firm.

Constable T. A. Hazlitt of the Ontario provincial police investigated.

07/11/1940 *Ottawa Journal**Sussex Street**Billings*

Two Badly Hurt Billings Bridge; Car-Train Crash

Mrs. A. Charbonneau, Of Ottawa, Criticaf Montreal Driver

Two persons were injured one critically, when the automobile in which they were driving was in collision with a passenger train at the C.P.R. crossing on the Metcalfe road at Billings' Bridge at midnight on Wednesday.

They were:

Mr. A. R. Charbonneau, 23, a recent bride, of 436 Nelson street. Ottawa, who suffered the loss of her right eye, a broken nose, head injuries and shock, and J. Richmond Felleter. 22, of 10826 St Denis street, Montreal, who suffered a broken left leg, chest injuries and shock.

An operation was performed to remove Mrs. Charbonneau's right eye at the Ottawa General Hospital this morning and X-rays will be taken later in the day to ascertain whether she has any fractures of the skull. Her condition was described as "very serious" by Dr George Lafromboise who performed the operation. Pelletier's condition was not so serious, he having sustained several fractures of the leg and broken ribs.

The front part of the car was a mass of twisted steel and parts of the chassis were scattered all over the roadway and crossing.

The automobile, a 1940 light sedan was travelling toward Ottawa while the train, the Toronto pool train, was leaving the city.

Thrown From Car.

Mr. Pelletier, the driver of the car, and Mrs. Charbonneau. who was sitting in the front seat beside him. were thrown out of the left door on to the roadway in the crash. The car was thrown backwards about 20 feet and turned around but did not leave the pavement.

Mrs. Charbonneau received the brunt of the crash as the right front part of the automobile crashed into the front of the engine.

The crash was heard by residents in the vicinity but no one witnessed it. Daniel Leroux, who lives 100 yards from the crossing, said he heard the crash while he was listening to the radio,

"I ran out and saw the coaches of the train stopped on the crossing. ran under the carriage of one of the coaches and saw the two people lying on the roadway near the car. The train crew was preparing to pick them up on stretchers."

Engineer William Short, of 508 Parkdale avenue, stated he did not see the automobile because he was seated at the right hand window of the engine. The automobile was approaching on his left.

Officials of the railway stated the train had left Union Station at 11.47 p.m. and was just picking up speed. It was travelling about 25 miles per hour. Engineer Short was assisted by W. F. Alexander, conductor, of 471 Somerset street west, and other members of the crew in carrying the injured on stretchers to the home, of Orval Kinnard, a short distance away.

Dr. A. T. Shillington, C.P.R. physician, was, summoned and gave medical aid there and at Ottawa General Hospital where the injured were taken in two Hulse and Playfair ambulances..

Montreal Salesman.

It was reported Mr. Pelletier, who is a Montreal salesman, did not see the train coming until he was right at the crossing. He jammed on his brakes but the nose of the car was over the right-of-way and was in collision with the front part of the engine.

The crossing is about half a mile from the end of Bank street and is not protected by any wig-wag signal.

The engine; of the automobile was pushed back to the front seat and the bumper and parts of the radiator were thrown about 30 feet down the track.

Constable T. A. Hazlitt and Constable James Driscoll, of the Ottawa detachment of the Ontario Provincial Police, investigated.

Wallet Recovered In Wreck of Car

The two persons injured when an automobile struck a train at Billings Bridge early yesterday morning were reported as slightly improved at the General Hospital, Water street, early today. Mrs. A. R. Charbonneau, 436 Nelson street, was operated on yesterday and her right eye was removed. She also suffered multiple cuts and bruises. The other person involved was George R. Pelletier, St. Denis street, Montreal, who suffered a fractured left leg. Following the accident, a wallet belonging to Mr. Pelletier was missing from the scene of the accident, but early last evening provincial police found that the wallet was in the wreck of the car at the South End Garage. The wallet contained a considerable sum of money and between \$400 and \$500 in checks made out to the firm where Mr. Pelletier is employed.

02/12/1941 *Ottawa Journal**Sussex Street*

Locomotive jumps track on curve

Engineer F. L. Burroughs instantly killed; fireman scalded

One man was killed, 14 were admitted to hospitals, and 15 other persons suffered minor injuries in a train wreck at Hurdman's bridge at 7. 10 a.m. daylight saving time today.

The wrecked train was one of the overnight pool trains from Toronto. The engineer F. L. Burrows, of Smiths Falls, was killed instantly when the locomotive jumped the tracks on a sharp curve, leaped a 10- foot deep ditch and came to rest on its side on a crossing set of rails.

The sealed express car, immediately behind the tender, was sheared through the center as it ripped itself through the engine. A day-coach, in which 40 persons were riding, followed the express car from the rails and dropped on its side.

Two sleeping cars, to the rear of the day coach, were derailed, but not overturned. Majority of the Pullman passengers were asleep at the time and were jolted from their beds.

The engineer was pinned beneath the wreckage of the locomotive and it was not until early afternoon that his body could be extricated by crews of wrecking trains, which hurried to the scene. Steam which escaped from the wisted wreckage of the boilers resulted in the fireman, C. J. Leclair, of Smiths Falls, receiving serious scalds.

Practically all the other injured were occupants of the day coach, although a few were in the first two sleeping cars which left the rails.

Cab catches on fire.

The crash was followed by fire in the locomotive cab and the wreckage of the express car. The blaze was extinguished in quick order.

The scene of the crash was 100 yards north of the CPR Hurdman's Bridge switch tower. The train had just passed the tower and the locomotive left the rails just before it was to cross another set of tracks on a curve sweeping to the west and leading to a railway bridge across the Rideau river.

The engine, leaping 40 feet across the ditch, piled upon another C.P.R. line, which runs east and west. The other set of north-south tracks on the siding line were ripped up by the careening express and Pullman cars. Some sections of track were hurled 50 feet.

The shattered express car rode up over the locomotive and a section of it hung suspended in the air after the crash. Since it was a "sealed" express car, no one was riding in it.

The sole day coach turned over on its side as it followed the express car and all occupants were tossed from their seats. There was much confusion for a few minutes as they struggled to escape from the wreckage through the shattered Windows.

Narrow Escape.

Practically all the occupants of the day coach, including a number of soldiers and sailors on furlough, were awake at the time, but a few were asleep in their seats. All were thrown to the aisles and up against other passengers.

Four soldiers sleeping on the seats in the smoking compartment of the coach, said they owe their lives to the fact that mud and water from the ditch was forced in the windows when their part of the car sank into the ditch. They had been thrown against the windows and would have been gashed by the glass had it not been for the blanket of mud.

Porter's in the sleeping cars said some of their passengers complained bitterly about the "rough shunting" after being shaken from their beds. George Pryor, one of the porters, said he was sitting at the front of the car, preparatory to awakening his passengers, when the crash occurred. When he felt the jolt he tried to get up, but the front end of the car nosed down into the ditch and he was unable to move for a few moments.

Railway statement.

The following statement was issued by W. C. Beck, C.P.R.. Superintendent at Smiths Falls,

At approximately 6:22 a.m. today passenger train on route from Toronto to Ottawa had the engine, express car and three cars containing coach and sleeping car passengers derailed at Hurdman, 1.3 miles from Ottawa Union Station. This was the first section of the pool train running between Toronto and Ottawa. It consisted of C.P.eEngine 2623, express car, coach and seven sleeping cars, and was in charge of conductor H. French and engineer F. Burroughs, of Smiths Falls.

The accident resulted in fatal injuries to engineer Burroughs.

Passengers were conveyed from the scene of the accident to their destinations by automobiles.

Medical assistance was immediately dispatched to Hurdman, where those requiring it received attention.

Emergency equipment was sent to the scene from Ottawa and Smiths Falls, and it is expected that the line will be cleared for movement of trains late this afternoon,

The cause of the derailment has not yet been ascertained. Investigation into the cause is being conducted.

02/12/1941 *Ottawa Journal**Sussex Street**Hurdman*

Slept through Trainwreck

One of the passengers on the wrecked train is apparently a very sound sleeper. When the crash came he slumbered on. Waking up he saw that his compartment was canted. Going into the washroom he noticed that a glass was broken. It was also very cold.

03/12/1941 *Ottawa Citizen**Sussex Street**Hurdman*

Searchlights on the operator's cabin of a travelling crane and headlamps from several yard engines beat against gray walls of the heaviest fog to blanket the Ottawa area in some time last night as 100 members of a wrecking crew strove to remove the last of the wreckage of pool passenger train 32 which derailed on a curve at Hurdman's Station at 7.30 yesterday morning.

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<http://news.google.ca/newspapers?id=QfcuAAAIBAJ&sjid=s9sFAAAAIBAJ&pg=2040,623392&dq=hurdman+railway+accident&hl=en>

Hurdman Train Wreck Cause Not Determined

Railway crewman toil through foggy night to clear debris from Main lines. Engineer Frank Burrows Met death on first run over new pool route.

Searchlights on the operators cabin of a traveling crane and headlamps from several yard engines beat against the grey walls of the heaviest fog to blanket the Ottawa area in some time last night as 100 members of a wrecking crew strove to remove the last of the wreckage of pool passenger train 32 which derailed on a curve at Hurdman station at 7:30 yesterday morning. The accident took the life of engineer Frank Burrows of Smith Falls and injured 30 others, including fireman C.J. Leclair. It was engineer Burroughs' first run on this stretch of line from Smith Falls to Ottawa.

Inquiry not completed.

Although the theory had been unofficially advanced that the icy condition of the rails, the speed of the train and the position at which the front trucks hit the sharp curve combined to cause the wreck, W C. Beck of Smiths Falls, general superintendent, said no official reason could be given until railway investigations are complete.

At the scene of the wreck last night, Mr. Beck who with other company officials had been on the job all day, said, "There is nothing to be said until we complete our investigation." Mr. Beck said the main line was cleared of wreckage and in use by 4:30 yesterday afternoon and the other line, Toronto to Montreal, was ready for trains from Toronto at an early hour this morning. Crewmen were brought from Smiths Falls to help clear the lines.

Motorists on scene.

When they heaved and lifted on rail sections, to repair the torn roadbed, dozens of motorists, risking a dangerous drive on slippery roads through the fog, visited the scene. The big crane struggled at the task of lifting the battered remains of the heavy locomotive and heaving its damaged string of coaches back off the tracks out of the way. Spectators were kept well back from the scene of the accident by RCMP officers and railroad police. RCMP constables, usually engaged in patrolling the Driveway, will utilized for guard duty during the night.

Inquest opened.

At 5 p.m., approximately 4 hours after his crushed body had been removed from under the overturned locomotive, an inquest was opened at the George H. Rogers funeral establishment into the death of engineer Burrows. Dr. W.T. Shirreff, chief coroner, ordered an adjournment until Tuesday, December 9th, at 8 o'clock in the county courthouse here.

The body was taken to Smiths Falls in the motor hearse of J.J. Marsh, Smith Falls funeral director. Burial will be at Smiths Falls.

Some minor delay was caused in freight and passenger service on CN and CP lines during the day, officials said. Rail traffic was diverted to optional lines, close to the scene of the wreck where there is double track and through Ottawa West. Numbers of passenger trains reached and left Ottawa on tracks adjoining those on which the wreckage lay and passengers could see the giant locomotive lying on its side, the damaged coaches piled behind and above it in a shapeless mass.

23/02/1948 *Ottawa Citizen**Sussex Street**Billings Bridge***Train Hits Car Two Men Hurt One Seriously**

Two Belleville men were injured, one seriously, when their Ottawa-bound car was struck by the first section of the west-bound Toronto pool train at the CPR crossing, Billings Bridge, about 11.15 o'clock last night.

Rushed to 'General Hospital was Arthur Richardson, 32, of 232 Front street, Belleville, driver of the car, who suffered severe chest injuries, fractured rib and lacerations to the face. His condition was described as "fair" today.

Richard Rogers, 37, of 312 Dufferin road, Belleville, passenger in the front seat of the car, was treated for a bruised right leg and thigh at the hospital.

The automobile, a 1941 coach, was struck by the train's engine at the right front door, carried a short distance and then flung south of the crossing. It came to rest without overturning facing south on the west side of the highway.

Rogers, owner of the car, told The Citizen he saw the train through the frosted windows of the car and yelled to the driver: "It's going to hit us."

Skidded Auto Track

Richardson jammed on the brakes, he said, but he failed to bring the car to a stop before the crossing. Rogers said he thought if he hadn't shouted to Richardson "we might have made it" ahead of the train. First section of the Toronto pool train, the train left Ottawa Union Station at 11 o'clock. The train resumed its journey at 12.15 after a delay of almost an "hour.

When the car came to a halt after being flung from the crossing, Rogers leaped out and phoned the Provincial Police office. The men were taken to hospital for treatment following the arrival of Provincial Constable Gordon Jack. Ricrfardson was taken to hospital in an Exclusive Ambulance. Ambulance attendants were Robert Hannah and George Gear.

24/02/1950 *Ottawa Citizen**Sussex Street**Billings Avenue***Train Hits Car As Couple Desert Auto**

A timely leap from a stalled automobile shortly before it was wrecked by an oncoming Canadian Pacific passenger train, is credited with the narrow escape of a man and his wife early yesterday evening.

John A. Bell, of 50 Billings Avenue, told police that he was crossing the CPR tracks at Billings Avenue at 7.10 p.m. yesterday. The car, in which his wife was a passenger, skidded on the planks at the crossing, causing the rear wheels to slide into a deep snowbank on the side of the tracks.

Mr. Bell and his wife noticed the headlights of the oncoming train as it rounded a curve a short distance from the stalled vehicle. Unable to drive the car from the snowbank, they leaped from the automobile just before the train crashed into the vehicle, carrying it some distance along the tracks. Damage to, the car was estimated in excess of \$500.

The train, in charge of John McNally, came to a stop almost immediately after coming into collision with the car. However, when trainmen learned that no one was injured in the accident. the train was ordered to continue toward Prescott.

The accident was reported to Constable Lou Ullrich of the Ottawa City Police.

07/02/1951 *Ottawa Citizen**Sussex Street*

An Eastview man, Sydney H. Webb, 78 St. Amboise streey, escaped unhurt when his car skidded into the side of a slow moving freight locomotive shortly before 7.30 p.m. yesterday.

The CPR crossing at Charlevoix Street in Eastview was the scene of the accident, which involved CPR locomotive No. 3410 operated by Engineer Hubert Bough, 231 Primrose Avenue.

Webb told police that the train pulled out of the yards of Betcherman Iron and Metal Company as he approached the crossing. He stated that he noticed the engine and though he applied the brakes the automobile slid on the glare ice into the side of it. The train was travelling at the rate of 4 miles an hour at the time. Damage to the automobile was estimated at \$400.

The accident was investigated by Constable Claude Dwyer of the Eastview police, who was assisted by Constables Gordon Hicks and William Haley of the Ottawa City Police.

18/03/1952 Ottawa Citizen Sussex Street

A Three year old girl and a seven -year-old bo., seriously injured in separate accident, are recovering in General Hospital. The boy is Francois Carriere, of of Mr. and Mrs. Amable Carriere of 116 Prince Albert Street, Overbrook, His left leg was amputated below the knee after it was crushed by a slow-moving CPR train near his home.

The Carriere boy was hurt at the CPR crossing of Prince Albert Street In Overbrook.

Frightened playmates reconstructed the story for police. They said that Francois had jumped aside as the slow train approached, then tried to jum on a car by grabbing the side ladder. He had missed his first jump they said. On his second try, the boy had slipped under the car, lying across the tracks on his waist. He had managed in that frantic split second to scramble towards safety enough to have only the lower part of his leg caught by the big train wheels.

Conductor Robert W. Smith of 57 Hampton Avenue told police that the trajn crew had not noticed the boy until they had passed over him. He and brakeman. Earl Larkin of 23 ; Poplar Street had run back and helped with first aid until further help arrived.

Gave First Aid

Albert Blais, at home at 45 Prince Albert Street heard other children running excitedly to the scene. He reached the badly bleeding boy and used his tie to apply a tourniquet to the leg to slow the bleeding.

The emergency truck of the fire department took the boy to General Hospital. Blood plasma was administered. X-rays taken and the amputation operation performed

08/03/1954 Ottawa Citizen Sussex Street Queen Mary Street

Car Slides Into Train Driver Escapes Injury

Herbert G. SmiJey, 37, of 103 Putman Avenue, had a narrow escape from death early Saturday evening when his car was struck by a CPR freight train at the Queen Mary Road crossing in Overbrook.

Damage to Smiley's car amounted to \$400, but the driver escaped unscathed.

Smiley told Investigating police that he was driving east on Queen Mary at 20 to 30 miles an hour. He said that his vision of the railway tracks was block ed by a house and he did not notice the approaching freight until he was almost on the tracks.

He swung his car sharply in an attempt to run parallel to the tracks, but the car skidded and the left front side was struck by the locomotive.

Engineer William Sargent, 60,' of 9 Sims Street said that his train was travelling about eight miles an hour at the time of the impact and that the whistle had been blowing for the crossing.

While the front of (he car was badly damaged as it was pushed along the right-of-way Smiley walked away from the wreck without auffering any injury.

25/11/1955 Ottawa Citizen Sussex Street Walkley Road

Train Hits Auto

Damage of about \$150 resulted last evening, when a backing freight car brushed against an auto at the Walkley Road level crossing. The car was driven by Jack Forget, of Metcalfe, Ont., and was travelling west The CPR freight was backing up at a low rate cf speed. Const. Warner Dowd reported.

27/12/1955 Ottawa Citizen Sussex Street Charlevoix Street

Auto Slides Inlo Train

Three persons escaped serious injury when the car in which they were travelling slid into a slow-moving freight train at the CPR-Charlevoix Street crossing in Eastview about 5,20 p.m. on Sunday.

One passenger in the car, Mrs. Claude Donaldson, of 217 Eastern Drive, suffered bruises and shock. She was treated at St. Louis Marie Montfort Hospital but not admitted.

The car, driven hy Simone Caouette of 85 Vaughan Street, was travelling south-east on Charlevoix Street when the driver saw the approaching train, travelling north-west, too late to avoid sliding into it. Damage to the car was about. \$300.

Neither Miss Caouette nor a second passenger. Joseph Hurtubise of 85 Vaughan Street, suffered injury.

Police reported that M. Zarkonski of 18 Armstrong Street was the conductor of the train.

Eastview Constable Oscar Bussiere investigated.

16/01/1956 Ottawa Citizen Sussex Street Beechwood Avenue

Women Hurt In Crash Of Car, Train

Two women were taken to General Hospital Sunday afternoon after the car in which they were riding collided with a CPR diesel shunting locomotive at the Beechwood Avenue crossing. The crossing is at the east end of the St. Patrick Street Bridge.

Neither Mrs. Aldea Marinier, 46, of 73 Clarence Street, nor Mrs. Louisiana Marcil, 32, 183 Slater Street, were badly hurt. Mrs. Marinier received painful facial cuts; Mrs. Marcil undetermined leg injuries.

Alcide Marinier, 46, driver of the car, said he was driving west on Beechwood when his auto collided wifh the diesel. Bright sunlight shining in his eyes was given as a possible reason for the crash.

The collision hurled the car off the roadway onto the south sidewalk of Beechwood. Damage to the front end of the auto was about \$500.

Mrs. Marinier was taken to hospital by a passing taxi. Mrs. Marcil was taken by Constable Don Parker, who investigated.

29/11/1956 Ottawa Citizen Sussex Street

Four Escape As Auto Crashes Train

Four occupants of an automobile escaped with minor injuries last night when their car skidded into the side of a slow-moving CPR locomotive at the McArthur Avenue railroad crossing, In Eastview.

Treated at General Hospital for cuts and bruises were J. A. Lawrence O'Regan, driver of the car, and his wife, of 581 Dunbrack Street, Mrs. Betty Hughes, and Carl Mitchell, both of 411 Mc Arthur Avenue.

The locomotive was hauling freight cars from the Eastview siding, and the engine was about three-quarters of the way across the crossing when the accident happened. Arthur Hamlll, of Hull, was the engineer of the train.

\$600 Damages

H. J. Robinson, of 436 Lisgar I Street, fireman on the train, told police that he noticed the westbound auto approach the train. The driver apparently failed to notice the engine until too late. He braked the car but it skidded on the icy road into the side of the locomotive, he reported.

Damage to the auto was estimated at \$600. The train was delayed for 20 minutes because of the accident.

The injured persons were taken to hospital by passing motorists. They were not admitted.

Cpl. Oscar Bussiere of the Eastview Police investigated.

31/07/1957 Ottawa Citizen Sussex Street Kilborn Avenue

Cyclist Hit By Train

A 17-year-old Hull boy was seriously hurt when he drove hia bicycle directly into the path of a train early this afternoon.

Raymond LabeUe, of 73 St. Henri Street, was rushed to Civic Hospital with severe head and upper body injuries. He was thrown 47 feet down the right-of-way by the impact The accident occurred at the level crossing on Kilborn Avenue near Blossom Park Drive in the Billings Bridge district.

Witnesses said the youth, riding alone, was travelling west down the foot of a hill on Kilborn. The train, a freight, was moving north at about 20 miles per hour, they said.

The accident occurred about 12.30 p.m. City police said they did not know why the boy failed to see or bear the approaching locomotive.

The freight was detained for about 20 minutes, then continued on its run.

Truck Driver Safe As Train Hits Vehicle

A trailer truck driver escaped with a shaking up Friday night as a north bound CPR train slammed into his tractor at the Kilbourn Avenue crossing just west of Blossom Drive.

Joseph. Couture, 40, of Gatineau was driving a tractor with float attached owned by Charles Burnside's Ltd., of 1009 Wellington Street, east on Kilbourn when the smash occurred at 6,20 p.m.

Although he hit his head on the roof of the cab as the train smashed the tractor causing an estimated \$1,500 damage he was not injured.

View Obstructed

Damage to CPR train No. 76 in charge of conductor R. J. Midkiff and engineer V. Dier was slight. The train consisted of 21 cars.

Couture told police his view of the crossing which carries no flashing signals was obstructed.

Const Bernard Somers investigated.

16/05/1958 *Ottawa Citizen**Sussex Street***Driver Unhurt As Car Hits CPR Freight**

A Hull motorist escaped injury, but his car was badly damaged, at about one o'clock this afternoon, when the auto struck the side of a CPR freight train caboose at the Donald Street level crossing in Overbrook.

Emmanuel De Mereiras, of 730 Falardeau Street, Hull, was driving west on Donald Street when he saw the train, an 11-car freight which was backing toward Eastview. The driver attempted to stop, but his small English auto skidded into the side of the caboose. The train, moving at only about eight miles an hour, according to Conductor John Taylor, of 282 Arlington Avenue, dragged the small vehicle about 20 feet.

The conductor said the train had made an emergency stop just a block away, at the Queen Mary Road crossing, when it appeared that driver was going to drive into its path, and was moving very slowly at the time.

Two teen - age witnesses, Gerry Jolicoeur, 14, 105 Donald Street, and Gordon Foster, 18, Riverside Hotel, corroborated details of the accident

13/05/1959 *Ottawa Citizen**Sussex Street**Smyth Road***15 Train Cars Hit Automobile Trapped On Rails**

The city's toll of train-car collisions at unprotected level crossings went up another notch today at the Smyth Road CPR crossing.

Robert Poaps, 28, of 932 Chapman Boulevard, escaped unhurt from the crash at 8.30 a.m. which peeled away the front of his auto, while he sat inside, unable to get out.

The car was spun sideways by the engine and wedged in a ditch as each of the 15 cars on the Toronto to Ottawa pool train chipped away at the front of the car in passing.

Poaps told Constables Harold Collins and Lester Thompson he did not see the train until he was almost on the tracks. He jammed the car in reverse but did not get away in time.

Poaps' car was southbound on Smyth Road from where view of the tracks for eastbound trains is blocked off until two car lengths away.

The Smyth Road crossing is one of three in the immediate area which have been under fire from residents in the Billings Bridge and Alta Vista area as dangerous because of their lack of protection from wigwag signals.

13/08/1959 *Ottawa Citizen**Sussex Street**Pressland Avenue***SPUR USE****CPR Trains Will Stop For Autos**

The CPR has agreed to a city proposal that all freight trains come to a full stop before proceeding over a crossing at Pressland Road in Overbrook

Trains will be flagged over the crossing, where train traffic is light and slow moving by CPR trainmen. The same procedure is being followed at crossings on similar CPR sidings in the area.

R. M. MacDonald, CPR director of operation here, said that the move is not unusual where secondary spur lines were serving freight sheds and a limited number of industries.

This particular line runs from the Ottawa West station to Overbrook by way of Alta Vista and Hurdman's Bridge.

01/03/1960 *Ottawa Citizen**Sussex Street**Pressland Avenue***Auto Skids Into Train**

A 20-year-old Lastview man escaped unhurt when his car skidded into a diesel freight caboose at the Pressland Road CPR level crossing at 7.30 this morning.

The crossing has no warning signal.

Albert Villeneuve, of 71 Carillon Street, said he was driving east, saw the train, which was backing up, and applied his brakes, but could not stop in time.

Engineer Clarence Butler, 46, of 1160 Woodroffe Avenue, told Constable Gerry Desjardins he had been travelling at about 12 miles an hour.

Damage to the car was \$400 and was negligible to the caboose. Traffic from the new Alta Vista interchange was tied up for over a mile until the train was able to move from the crossing.

18/04/1960 *Ottawa Citizen**Sussex Street***Train Hits Truck Here - Man Hurt**

One man was reported to have been seriously injured when a Bell Telephone Company panel truck was struck by a train at the Smyth Road crossing near Riverside Drive.

The accident occurred at about 1 p.m. A resident of the area said the truck was struck by a freight train headed east towards Hurdman's Bridge.

There is no wig-wag signal at the crossing. A

19/04/1960 *Ottawa Citizen**Sussex Street***Bell Employee "Serious"; Train Ripped Into Truck**

Robert Clark, 32-year-old Bell Telephone Company truck driver, is in serious condition at St. Louis Marie de Montfort Hospital following a level crossing crash on the Smyth Road shortly after 1 p.m. Monday.

Travelling East along Smyth Road, Clark's truck was struck by a city bound CPR freight train at the crossing just east of Riverside Drive.

Pinned In Cab

The injured man was pinned in the wreckage of the cab, and suffered fractures to both legs, and head and internal injuries. He was alone in the truck at the time.

The truck was demolished.

Clarence Butler, engineer of the train, said the freight was travelling at reduced speed when the crash occurred. He failed to see the truck prior to the crash, and was unable to say whether the Bell Telephone vehicle had stopped before crossing over the tracks.

A sign on the rear of all Bell Telephone vehicles reads: "This Vehicle stops at all level crossings," and the practice is a company MUST.

The truck was thrown only a short distance in the impact, but the entire front portion of it was demolished.

8th Accident

It was the eighth such accident recorded at this point since July of 1955, and it came at a time when steps are being made to provide "manual" protection there.

Traffic Inspector James Callaghan said that previous accidents resulted in injuries to persons in July of 1955 and April of 1957. Damage has amounted to thousands of dollars.

A spokesman for the federal Board of Transport Commissioners said today that an order will be issued for introduction of protective measures in about (a month.

The protection will be established preliminary to a start this summer on construction of an overpass to span both the CPR and CNR tracks.

28/04/1961 *Ottawa Citizen*

Sussex Street

Boy, 11, dragged by train, loses leg under wheel.

An Eastview boy was dragged 150 yards by a CPR train before his leg was severed yesterday afternoon on a railway bridge south of city hall.

Michael Verdon, 11-year-old son of Mr. and Mrs. Roger Verdon of 33 John Street, Eastview, is in "critical" condition in General Hospital.

Hospital authorities said the boy's right leg was severed "as high up as it could be."

Michael, accompanied by his brother Gilles, 12, and Denis Vezina of 18 Ethel Street, Eastview, had been crossing the larger of two railway bridges located just south of the Minto Bridge over the Rideau River.

As the slow freight passed them, Denis said Michael grabbed hold of a boxcar ladder near the rear of the train. Afraid to let go, he was pulled along behind the train with his feet dragging the ground.

Michael apparently failed to see the second smaller bridge, about 150 yards down the track. He was either knocked off the train by the steel parapet of the smaller bridge or fell about three-quarters of the way across.

Gilles said his brother tried to scramble between the rails and lie flat on the tracks, and let the remainder of the train roll over him, but was unable to get his right leg in before it was run over.

The boys had been fishing earlier in the afternoon and had just started home when the eastbound freight came rumbling across the larger Black Bridge. The accident occurred about 5.30 p.m.

The elevated track that joins the two bridges is bordered on each side by marsh and water.

A passerby had shouted a warning to the boys that the train was coming. Gilles said he did not see all of the accident because he was distracted by the person shouting the warning.

The track is part of a spur line that comes from Hurdman's Bridge through Overbrook, Eastview and New Edinburgh, crossing the Rideau south of the Minto Bridges and running west to Sussex Drive.

It is slated for removal within the next four years under the railway relocation plan.

Engineer Clifford Robertson, staying at the Elmdale Hotel, estimated the train's speed at 10 miles an hour. He said he noticed the three boys as the train crossed the larger bridge but no member of the crew saw the accident.

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07/01/1963 *Ottawa Citizen*

Sussex Street

Presland Road

Car, train in collision, driver held

An Ottawa driver was arrested Saturday night after coming within inches of death on a CPR crossing at Pres-and Road.

His car received \$400 damage to the front end in a collision with a freight train. A witness saw the car, which was partly on the crossing, buffeted by cars of the freight.

But the driver climbed out unhurt.

19/02/1963 *Ottawa Citizen*

Sussex Street

QUEENSWAY TRAFFIC HALTED 35 MINUTES

A broken coupling on a CPR freight train held up traffic on the Queensway for 35 minutes this morning.

A CPR spokesman said "a knuckle" broke on the train as it was across the Queensway near Hurdman's Bridge.

About seven OTC buses were among the traffic at the crossing. The trouble was cleared at 8.20.

The railway official said the train was en route to Sussex Street when the breakdown occurred.

28/10/1963 *Ottawa Citizen*

Sussex Street

Foot sliced off by train wheel

A five-year-old boy's leg was severed at the ankle when he tripped and fell across a train track near Dalhousie and Bolton Streets Saturday night.

Richard Rheume, son of Mr. and Mrs. Patrick Rheume of 97 Bolton St., is in Ottawa General Hospital in good condition today.

A railway policeman said "dozens" of children play around the tracks every day.

The child's right foot was severed by a slow - moving freight whose crew failed to see him until the accident had occurred.

Playing on ramp

Ottawa police say the boy was one of three children playing on a ramp near a spur line which carries supplies to a number of warehouses west of Dalhousie Street. The other children told police they saw their companion trip as he ran across the tracks.

"I didn't know he had left the house," said Mrs. Rheume. "I was just going to bathe him and put on his pyjamas when someone came to the door and said Richard had been in an accident."

The child's mother said this was the first time he had gone to the nearby tracks in the six months they had been at the Bolton Street address.

Didn't see boy

Engineer John B. Murphy who was driving CPR diesel No. 8480, said none of the train's crew had seen the youngster.

"We heard a scream as I was backing up," said Mr. Murphy. "I stopped the train and we ran to where he was sitting beside a switch. We applied a tourniquet to his ankle and he was taken to hospital."

A CPR policeman said it was a wonder more children weren't injured.

"There are always children around," he said. "We chase dozens of them away from the tracks every day."

The constable blamed the attitude of some parents for allowing the youngsters their freedom around the many tracks in the district.

"Just look at that," he said indicating down the tracks where a couple were walking with their two children. "How would you expect children to learn from that example?"

Engineer Murphy, who lives at 1582 Senio Ave., said he had taken the engine to Ritchie's Warehouse to pick up three empty cars. The crew had seen a child sitting on the ramp and had ordered him away.

Heard screams

The cars were then hitched onto the engine and the train was pulling away across Dalhousie when the crew heard the child's screams.

The other two children, brothers Gilbert and Rpland Bordeleau seven and eight respectively, of 125 Dalhousie St., said they didn't know the Rheume boy before the accident.

21/02/1964 *Ottawa Citizen*

Sussex Street

Railways take a second look at relocation.

The railways are taking a second look at their relocation program because it may deprive Eastview industries of spur line service. Mayor Whitton said Thursday. She made her comment in a discussion of the use of the McTaggart Street railway bridge as an ultimate road connection to the Macdonald Cartier Bridge.

"This is not something we are pressing for," she said. "We would not want to deprive Eastview."

26/02/1966 *Ottawa Citizen*

Sussex Street

The old train bridge at the end of King Edward Avenue is all but demolished. Another historic landmark - with sinister overtones - being removed from the path of progress. Despite efforts of locomotive engineers who shot hissing steam at kids bathing on the bridge to chase them off, many drownings occurred on the ancient span.