

Local Railway Items from Area Papers - 1918

18/01/1918 Arnprior Watchman Beachburg Woodlawn

An agent and operator are now in charge of the new Canadian Northern railway station at Woodlawn which makes it more convenient for residents of that district.

25/01/1918 Eastern Ontario Review L'Orignal Clarence

Owing to the bad storm a week ago the train service on the C.N.R. line was somewhat hindered for a day or so. The freight traffic just now is very heavy

08/02/1918 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

On account of the very severe weather the main line C.P.R. trains were getting through with difficulty

08/02/1918 Eastern Ontario Review Vankleek Vankleek Hill

On account of the very severe weather. Trains on the G.T.R. Branch were cancelled on Tuesday and Wednesday

01/03/1918 Eastern Ontario Review Montreal and Ottawa Alfred

Long article about the development of the Alfred Peat Bog but no reference to railway,

06/03/1918 Athens Reporter Westport

Due to the scarcity of coal, the Brockville-Westport train will only make one trip a day for a while.

15/03/1918 Eastern Ontario Review Maniwaki Farrelton

The C.P.R. has succeeded in killing two or three more people on a level crossing at Farrelton near Ottawa.

This is almost a daily iocurrence.

No doubt the C.P.R. legal department will try to prove "It was their own fault. They had no business on the earth anyway."

08/05/1918 Ottawa Journal Alexandria St. Polycarpe

The derailment of a couple of freight cars at St. Polycarpe Junction today caused a tie-up in traffic on the G.T.R. line, and the Ottawa-bound passenger train from Montreal was held up for over two hours, not arriving here until after 2 o'clock. So far as can be learned, no one was injured in the derailment of the freight cars.

13/05/1918 Ottawa Journal Alexandria South Indian

TWELVE CARS OF WHEAT WRECKED AT SOUTH INDIAN

Following closely upon a derailment of several freight cars at Alexandria, early In the week, the G.T.R. Montreal line was the scene of another mishap on Saturday afternoon, when twelve cars loaded with wheat, were derailed near South Indian.

No one was injured, but the cars were badly broken up. Passengers on the afternoon train from here to Montreal were compelled to walk from the point at which it was held up to another train on the other side of the scene of the derailment, and traffic was held up for some time. The line is now clear.

Grand Trunk officials scout the rumor that the two derailments in quick succession are due to the work of enemy agents. Although they occurred on the same line, they attribute them to natural causes and it is stated that no investigation other than the customary one in such cases is in progress. A broken axle is assigned as the cause of the accident.

20/05/1918 Ottawa Journal Belleville

Two are Killed in Christie Lake Wreck

Passenger and Freight Collide.

Several passengers hurt

A head-on collision occurred between a freight train going west and passenger train No. 22 from Toronto to Montreal, on the Canadian Pacific Railway at 4 o'clock yesterday a.m., near Christie Lake, Ont, which resulted in the deaths of Fireman Butland and Brakeman Martin of the freight train. The engineer of the freight escaped unhurt. The engineer and fireman of the passenger train were slightly injured, and many of the passengers, who were in their berths were considerably shaken up, but none was injured sufficiently to require medical care. The bodies of the two trainmen who were killed were removed to Christie Lake for the inquest.

Both engines were badly smashed, while the express and baggage cars on the passenger train were broken up, then destroyed by fire, which started from the gas tanks. The passenger train was not damaged. The tracks were badly torn up. The loss will be heavy, though it is stated that most of the contents of the express and baggage cars were removed before they were burned.

It was stated that the collision was due to the freight train overrunning its orders.

COLLIDE HEAD ON RIGHT ON BRIDGE OVER MUD LAKE

Accident C P. R. Near Smith's Falls With Two Deaths.

THE ENGINES REMAINED ON TRACK ON BRIDGE

Some Railway Men Claim Freight Train Should Not Have Left Glen Tay

SMITH'S FALLS. Ont. May 20.

On the bridge 30 feet over Mud Lake, 22 miles from here, on the C P R., the express train which left Toronto Saturday night just before midnight for Montreal, and a freight train bound from here for Trenton, met in a head-on collision at 4 05 Sunday morning, resulting in the death of Fireman K. Butland. Trenton, Trenton, of the express, and Brakeman J. R. Martin, of the freight, whose home was at St. John, N.B. Both were young men and unmarried.

Engines on Tracks.

There were three men in the cab of the freight and two in the cab of the express train. Both engines remained on the tracks, but the baggage car and three or four freight cars went rolling down the embankment. A baggageman went down with his car and had a thrilling escape, as did others of the two crews. None of the engineers or firemen, numbering five, jumped as they had only the choice of staying with their engines or jumping down into Mud Lake, fully eighty feet.

No Passengers Hurt.

Like the baggageman, the engineer of the express. William Burnett, of Smith's Falls, had a remarkable escape from death, as he was thrown down the embankment, getting off with a few scratches. Engineer N. Lebo. of the freight, was seriously burned and injured. There were eighty passengers on the express, but railway officials said that none had been hurt, owing to the solid steel construction of the train. The C.P.R. officials made up a special train, taking the passengers on to Montreal.

Blame the freight.

An investigation was begun yesterday afternoon by the railway officials to place the blame for the collision. An inquest has also been ordered by the crown attorney. One railway man said last night that the freight train should have let the express pass at Olen Tay. Why the freight did not stop at Glen Tay or wait for the passenger train was not explained.

Brought Body Back.

The body of the late James Patrick Martin, brakeman on the freight train, who was killed, was brought here on Sunday evening. He had come here from St. John, N.B., a couple of weeks ago. He was 24 years of age and unmarried.

F. Butland, fireman on the passenger train, who ran out of Smith's Falls was also killed, but his body has not reached here. His home was formerly in Trenton but he lived here for the past year. He was unmarried. Two of the injured, fireman Simons of the freight train and Burnett of the passenger train, were brought here on Sunday afternoon. Simons has his face bruised and Burnett is suffering from a sprained knee and scalp wounds.

Blame the Freight.

C. P. R. officials at Smith's Falls today stated that the responsibility for the wreck rested upon the crew of the freight train who apparently forgot to allow for the fact that No. 12 (the passenger train) was running. Instead of leaving a clear right of way, as they should have done, they proceeded along the line to the scene of the head-in collision.

19/07/1918 *Eastern Ontario Review*

Vankleek

Vankleek Hill

Two G.T.R. detectives were here on Tuesday (16/7) looking for the parties who placed rocks on the tracks near the Station here. They have secured the names of several boys who have been on the track and as this offence is a very serious one these boys may be arrested any day.

19/07/1918 *Eastern Ontario Review*

Montreal and Ottawa

McAlpine

A C.P.R. freight train of some 90 cars left the track near McAlpine Station on Wednesday morning about 7 o'clock. No person was injured. Morning trains were all delayed while the wrecking crew cleared the tracks.

C.P.R. train No. 532
Ottawa and Maniwaki Division

De Gatineau train she's come down de line,
W'en she's reach Cascades she's runnin' fine.
De engineer* wit' his smilin' face,
Han' on de t'rottle, is right in place,
Conductor# too, (he's darn good fellow),
Ax his trainmen@ to sweetly bellow;
"Don't forget your parcels!"

It was den de rain come on, bien oui,
An' dat Gorman man he sure can see,
W'en he's look right out before dat train,
Dat' dey certainly would get some rain -
An' he hates dat hill on Mount Burnett-
So he says to his ole bulljine, you bet,
"Can you make it? Can you make it?"

For de long stiff grade she's right before,
An de lightnin's flash - de t'under roar,
De rain she splash on de window pane
An' I can tell you it was some rain,
De rails so dam' dat she's t'row some san',
An' soon she's puffin' to beat de ban';
"I can make it. I can make it."

She's puff an' she's grunt - she grunt encore,
"I mis' buck old Mount Burnett once more
(Tho' she's high enough to kill a man-
"I-t'ink-I-can. I-t'ink-I-can. I-"
So Gorman 'courage her all he dast
An' he's t'row dat san' so hard an' so fast
Dat his bulljine made de grade - at last,
"I-knew-I-could. I-knew-I-could."

Dan she's lower her head an' she's hire her tail,
An' she's sail right in for to buck de rail,
An' jus' as she went over de grade.
George Gorman said to himself, he said,
(As he chortled wit' pride an' glee)-
Dat's my ole bulljine - an' she an' me
"We know we can. We know we can."
"Kirk's ferry next."

*Engineer George M. Gorman; #conductor Wm. Goodfellow; @trainman, George Stewart.

19/09/1918 *Chesterville Record* *Winchester* *Chesterville*

The CPR in the process of widening all the cuts on this division intend, when removing the earth from the cut just west of the village to build up the lawn from the west end of the station out to Main Street. This will make a decided improvement in the appearance of the surroundings and the first impression given visitors will be a pleasurable one.
So much is the business at the CPR station increasing that work is in progress for putting in an additional long siding on the south side of the main line from the freight shed east. The Maple Leaf Condensery has also applied for another siding to their factory to facilitate the loading and unloading of their cars.

26/09/1918 *Chesterville Record* *Winchester* *Bedell*

The CPR is about to commence the erection of a new station at Kempton. It is to be built on the corner opposite to the former location of the Deegan House.

06/12/1918 *Ottawa Journal* *Chalk River* *Castleford*

WON'T LOSE HIS LEG.
William Virtue, an engineer, who was injured in a C.P.R. derailment at Castleford and sustained severe injuries to his right leg, will not lose the limb according to attending physicians who are attending the man at the Protestant General Hospital. He resides at Smlth'a Falls and following the accident was taken to the hospital at Renfrew. It was feared that amputation was necessary and the patient was brought to Ottawa last night. An X-ray examination of the injured member showed that there was a severs fracture, but it is expected that the bones will knit properly. Virtue, who is a brother of J. S. Virtue, 160 Spadina avenue, broke his leg in jumping from the engine when it was derailed

19/12/1918 *Chesterville Record* *Winchester* *Chesterville*

A peculiar fire happened in the station yards yesterday morning about five o'clock, when all the wood work in the cab of engine No. 24 was destroyed. For the last couple of weeks the engine, which was on a work train, has been laid up here at night in charge of a watchman while the crew has slept at the hotel. Yesterday morning apparently after the watchman had put in the first fire to get the engine ready for the road, he must have left a hot poker where it set the wood work afire after he had left the engine as he was unable to account for it.

INJURED ENGINEER DIES :

W. A. Virtue, of Smiths Falls Succumbs Here.

W. A. Virtue, of Smith's Falls, who was injured in a C. P. R. derailment at Castleford a short time ago, died in the Rideau Street General Hospital Saturday as a result of his injuries. The deceased was engineer on the wrecked train, and his leg was fractured in several places. It was amputated, and the shock of the operation and injuries proved fatal.

Deceased was born at Carleton Place 41 years ago. He had been employed on the C. P. R. for a number of years. The body was sent to Smiths Falls, from whence the funeral takes place Monday afternoon, interment being at Carleton Place.

He is survived by a widow and three children, residing at Smith's Falls, three brothers, Arthur, in France; Fred, at Carleton Place, and J.S. Virtue, of Murphy Gamble, Limited; two sisters, Mrs. A. Gerald, Beechburg, Ont., and Mrs. Robert Neil, Smiths Falls.