

# Local Railway Items from Area Papers - 1920

**03/01/1920**    *Ottawa Citizen*                      *Carleton Place*                      *Ottawa, Broad Street*

Closing Broad St. Station. An important change is being made by Canadian Pacific Railway effective 12.01 a.m. Sunday, January 4th next, when Broad Street Station, which has been used for years, will be closed. From January 4th, all Canadian Pacific trains will arrive and depart from Central Station.

**05/01/1920**    *Ottawa Citizen*                      *Carleton Place*                      *Broad Street*

## BROAD STATION

Passenger Service Stopped by Canadian Pacific Railway Last Night.

At one minute to midnight last night all passenger trains stopped running into the Broad street depot of the Canadian Pacific Railway, and were switched to the Central depot. This means that twelve trains that formerly entered and left the Broad street depot will in future leave and enter the Central depot. Moreover, the train despatching staff that for years has had its offices at the Broad street depot, will move to the Central Grand Trunk depot. Mr. H. B. Spencer, superintendent, and his assistant, Mr. Hughes, worked to a late hour last night in their offices at Broad street arranging the changes.

The move was dictated, as Mr. J. A. McGill, city passenger agent for the Canadian Pacific Railway stated, solely with an idea of obliging and benefitting the public.

**05/01/1920**    *Ottawa Journal*                      *Carleton Place*                      *Ottawa, Broad Street*

Broad Street Station, an eye-sore to citizens and travellers arriving in the city by CPR, was officially closed to all passenger trains at 1201 o'clock Sunday morning.

CPR trains, both incoming and outgoing, used the Central Station on Sunday. The change is greatly welcomed by the public. Among the principal trains affected are the Brockville and Pembroke locals, the Imperial Limited and the "SOO" trains.

**08/01/1920**    *Ottawa Journal*                      *Waltham*                              *Aylmer*

As the result of a recent conference which Mayor Therrien of Aylmer had with the officials of the CPR, a new railway station will be built in Aylmer next spring. Already, the new site has been surveyed and other preliminaries attended to. The old station, which has done service for a great number of years, is not [sic] considered obsolete, and all the residents will greatly welcome the creation of a modern building.

**09/01/1920**    *Eastern Ontario Review*                      *Montreal and Ottawa*                      *Alfred*

Using Alfred Peat at Parliament buildings

Some of the peat which was manufactured into bricquets at the bog at Alfred, Ontario, during the last summer has arrived in Toronto for use in the parliament buildings. A carload of the peat, about 29 tons in all, was delivered at Queen's Park yesterday.

It is not the intention to use the peat in place of regular coal for heating the boilers. Instead, the plan is to use it in the fireplaces in the different offices. In this way the members of the cabinet and members of the legislature will be able to see the sort of fire it will give.

While the experiments at Alfred were discontinued for the season in October, the refined product has not yet been all shipped. The difficulty has been that the freight rates are too high. Application has been made by the joint Provincial and Federal commission, which is carrying on the experiments, for a commodity rate. Thus far this has not been granted by the railways.

The two machines which were used to manufacture the peat during the summer are now being overhauled. New boilers are being put in them so that peat can be used as fuel. Last summer coal had to be used to fire the boilers, as it had been impossible to get proper equipment during the war. It is expected the experiments will be continued next spring.

**12/01/1920**    *Ottawa Journal*                      *Carleton Place*                      *Beach Foundry*

The application of B. C. Beach to close part of Hinton Avenue was heard by judge Gunn this morning, and adjourned to January 20. Mr. J. P. Elihes, acting for Mr. Beach, said that the property of Mr. Beach, owned on Hinton Avenue, was not registered in his name, but was held under an agreement of sale with the Ottawa Land Association.

Mr. Beach admitted that he wanted to build a railway siding into his own property where he intended to build a foundry.

**21/01/1920**    *Ottawa Journal*                      *Carleton Place*                      *Westboro (Parkdale)*

Alderman Forward has filed a motion for the City Council which, if passed, will authorize negotiations with the C.P.R. for a branch passenger station at the Parkdale Avenue crossing in the western part of the city. At present, residents of Hintonburg and vicinity have to travel at least 3 miles to the Central Depot if they wish to catch a train, or to meet their friends.

Mr. H. E. Spencer, C.P.R. Superintendent, is not in Ottawa today, but will probably state the company's position on his return.

**22/01/1920**    *Chesterville Record*                      *New York Central*                      *Berwick*

The trains on the O&NY have been five hours late this week, some days getting in at 4 o'clock in the afternoon instead of 10 o'clock in the morning. It reminds us of winter.

**22/01/1920**    *Ottawa Journal*                      *Carleton Place*                      *Ottawa, Broad Street*

The Armour Packing Company of Chicago are engaged with the C.P.R. in negotiations to lease the block of buildings fronting the railway tracks at the Broad Street station. This particular part of the station was formerly used by the railway as baggage and parcel rooms, and is not really part of the station proper.

The Harris Abattoir Company has found it necessary to extend their present property to cope with ever-increasing volume of their business, and they, too, have approached the C.P.R. with a view of securing the Broad Street station as new quarters.

**30/01/1920**    *Eastern Ontario Review*                      *Montreal and Ottawa*                      *Plantagenet*

Plantagenet. The new C.P.R. station is now in use.

**05/02/1920**    *Winchester Press*                      *Kingston (CN)*                      *Iroquois*

Four cars and the caboose of an east bound Grand Trunk freight train left the rails early Sunday morning near Iroquois Station. The accident was caused by the dropping of a brakebeam, the first car going across both tracks and the others being derailed. There was quite a lot of damage done but the cars escaped injury as did also the crew of the train.

Assaulted Conductor.

Charles Kennedy, Brownsburg, Que., pleaded guilty in Hull police court to having assaulted James Wallace, conductor on the Montreal train, at Calumet Station on Saturday last and was remanded for sentence for a week. The prosecution follows several cases of rowdism which have occurred between La-chute and Calumet recently by Inebriated individuals who board the train, use abusive language, and in some cases have assaulted the train man. In this instance Kennedy, who admitted he was intoxicated, struck Conductor Wallace, because he felt his change was not forth-coming quickly enough.

Complaints have been filed with the Canadian Pacific Railway Company protesting against its referring to "Vankleek Hill Village" on tickets, transfers etc. It is a serious offence for anyone to refer to us a "Village". They ought to be slapped on the wrist for that offence.

No mails yet this week via G.T.Railway, though the trains on the C.N.R. have been almost on time during the whole of the snow storm. It is now about time that Mr.Proulx should make an effort to have the mails transferred to the C.N. R'y and ensure our villagers their mails daily instead of waiting 2 or 3 days for it.

C.P.R. will improve Eastern Ont. Divisions

Brockville Feb 11:- The C.P.R. contemplates the expenditure this year of a considerable sum on its Brockville, Chalk River and Winchester subdivisions, chiefly in the laying of rock ballast and in relaying steel. A drainage system is to be installed in Smiths Falls yard and improvements made to the yards and shops including a new roof on the roundhouse which will cost about \$25,000. There is also to be a new station and turntable at Carleton Place

Kingston Feb. 22. The Canadian Locomotive Works here will shortly be running at full capacity as the company has received a large order for locomotives from Canadian National Railways. At present there are only about 300 men engaged at the works but before next summer there will be a thousand. Further large orders are also expected.

KILLED III TRYING STOP HIS HORSE

Samuel Ages Meets Death at Westboro Crossing Had Climbed on Back of the Vehicle.

Samuel Ages, a director of the Dominion Ice Co., well known in Ottawa, was instantly killed on Saturday when ne was struck by a C.P.R. train at Westboro. The accident occurred shortly before noon. An inquest was opened at once by Coroner Dr. Craig. but the members of the jury viewed the remains and adjourned until Monday, March 8.

It appears that the unfortunate man had been driving a rig and that he had drawn up his horse while he went into the office of the Cummings Coal Co. on business. He came out to find his horse running way. Going after it he succeeded in letting onto the rear of the vehicle in an endeavor to climb to the front. While thus attempting to stop the horse it tore across the railway tracks just as an incoming C.P.R. train was approaching. The train caught the rear of the carriage smashing it to bits, and pitching Ages several feet away. When picked up he was found to have suffered fractures of the right leg. of the left arm and several ribs were broken. To these injuries and the shock of the accident his immediate death was attributed by physicians who were summoned by the C.P.R.

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CPR threatens to pull out of Ottawa West and move facilities out of town if the city doesn't quit complaining about smoke problems. Controller Cameron says that Bayview Avenue residents cannot hang out their laundry due to cinders.

Run Over by Freight Car Going to E. B. Eddy Plant, Early This Morning.

An unvnown man met death in Hull at 5.20 this morning, havhig been run over by a freight car and engine on the Hull electric railway on Hotel de Ville street. The only witness of the accident was a painter, Mr. A. Lalond, 127 Dolard street. Hull. Mr. Lalond told The Citisen that he was on night work at the Princess theater. Hotel de Ville street, and went outside to get some fresh air. "I saw an el derly man, aged about 60, coming west on tne car track, and also noticed a Hull electric box car and engine coming east," said Mr. Lalond. "The man was walking with his head down and I was just going to call him to look out when the car and engine went over him."

Asked if a brakeman was in front of the box car. he said, "No, he was behind with the rest of the car gang."

Mr. Meech, inspector of the Hull Electric Railway, said that the crew on the engine and box car reported that the first intimation it had of the accident was after running over the man. Mr. Meech further stated that the engine was behind the box oar which was loeded with pulp wood ana was going to tne E. B. Eddy sulphide plant.

The train crew were N. Seguin, engineer; J. Davis, conductor; E. Quesnel, brakeman, and A. Baird, trolley man.

Dr. Davies, the Hull coroner, was away, and Dr. McKay, Papineauville, will conduct an inquest at Beauchamp's undertaking parlors at two o'clock tomorrow afternoon.

Sheriff Wright and the Hull police, despite all their efforts, were unable to obtain any identification.

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Conductor blamed for Corners by Corners Jury

Inquiry into death of James Reynolds, who was killed by H.E.R. Train.

Blame for the accident which resulted in the death of James Reynolds, and aged resident of Ottawa, who was killed by a boxcar and engine on the line of the Hull Electric Railway on Thursday morning was practically placed on the shoulders of Conductor J. Davis, by a jury under coroner Dr. E. McKay, which inquired into the circumstances yesterday. The jury, after an hour's deliberation, brought in a verdict which stated that had conductor David exercised proper care in the execution of his duties the fatality would probably not have occurred.

The verdict follows: "We find that to James Reynold came to his death being run over by a box car and engine operated by the Hull Electric company, at or about 5.30 on the morning of March 13th, opposite the Princess theater, Hotel de Ville street, Hull. We are of the opinion that if conducted Davis had exercised proper care in the execution of his duties, that the fatality would probably not have occurred."

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24/03/1920 *Ottawa Citizen**Alexandria**Central Depot*

EXTEND TRAIN SHED

Changes which will cost some \$60,000 are now underway at the Central station. At present the train shed does not cover track No. 1, the track beside the Rideau canal, and the train shed is now being extended to the edge of the canal in order to cover this track. This track is the one used by the through trains west and east, and when the changes are complete passengers can embark and disembark in comfort.

The steel work is being done by the Dominion Bridge Co. which will start on their part about April 15th. The entire work will be finished about June 15th, according to the present plans. Mr. G. C. McCue, superintendent of bridges and buildings, is supervising the work.

As track No. 2 is immediately beside track No. 1, no trains will be allowed on Track 2 while a train is loading or unloading passengers on Track 1.

06/04/1920 *Kingston Daily British Whi* *Kingston (CP)**Godsfrey*

C.P.R. Train Left Rails

Two Passenger Coaches Were Ditched

No One Was Much Injured— - Woman With a Baby Was Among the Passengers

It is only a miracle that several people were not seriously injured on Tuesday morning when the Canadian Pacific train, due to arrive in Kingston at nine o'clock, left the track at Babcock's Crossing, about one mile and half south of Godfrey station.

Two passenger coaches and one box car loaded with wood left the tracks and turned on their side in the ditch.

It is thought that the accident was due to the rails spreading. It is certainly very fortunate that the train was not running at a very fast rate of speed, or some of the passengers would have likely been seriously injured.

When speaking to people at Verona on Tuesday morning, the Whig learned that in one of the coaches which turned over, was a sick woman with an infant in arms.

As soon as the accident happened the wrecking crew from Smith's Falls was summoned and the work of clearing the track was commenced. It is expected that this will require some time, as when the cars left the rails they tore up about ten rods of track.

An engine and caboose were sent out from Kingston and all the passengers were placed into this car and brought to the city. They arrived about 11.30 o'clock.

R.J. Reid's ambulance removed the sick woman and her baby to the General Hospital.

06/04/1920 *Ottawa Citizen**Kingston (CP)*

C.P. Train Jumps Track at Crossing

Kingston Ont. April 6. - Passengers on a Canadian Pacific Railway mixed train running from Sharbot Lake to Kingston had a miraculous escape this morning when the train jumped the track at Babcocks crossing, a mile and a quarter south of Godfrey station. Two coaches were turned over on their sides in the ditch but it is reported that no person was hurt.

One of the women passengers was very ill at the time with an infant in her arms.

A spreading rail is given as the cause of the accident

09/04/1920 *Ottawa Citizen**Alexandria**Central Depot*

Jack Creighton, of Galetta, Ont. and Pete Quesnel, of Casseiman, ; Ont, employed by the G.T.R. in the work of enlarging the train sheds at the Central Station terminal, were both seriously injured this morning when a scaffold on which they were standing gave way and precipitated the men to the ground below. Quesnel well [sic] on a pile of boulders which had been loosened and which were lying: immediately below the scaffold and received painful injuries to his jaw and head, as well as bruises about the body, while Creighton sustained a fracture hip. Both men were at once removed to St. Luke's hospita! where they were attended to by Dr. F. W Mckinnon.

20/04/1920 *Ottawa Journal**Carleton Place**Independent Coal and Lumb*

Independent Coal Company has bought land at a cost of \$40,000 for a planing mill and coal chute between the CPR line and the Ottawa River in Ottawa West from Mr. F. A. Heney. CPR will construct a siding for the new outfit. Up to 150,000 tons of coal will be handled.

21/04/1920 *Ottawa Journal**Carleton Place**Westboro*

New C.P.R. Station at Parkdale Avenue

Site Approved by Representatives of City Council

The proposed new C.P.R. station in the west end of the city will likely be located on Parkdale avenue, as a result of a meeting between engineers of the railway headed by Mr. Alfred Price, general manager of C.P.R. eastern lines, and deputations from the City Council and Nepean township residents at City Hall yesterday afternoon. The Ottawa delegation, which was headed by Controller Joseph Kent, presented a resolution of the rate-payers of Ottawa West, in which they declared that they would be satisfied if the station was located anywhere between Bayview road and Parkdale avenue. The delegation from the township, headed by Reeve William Joynt, asked to have the station farther west, on Victoria avenue Westboro. This latter proposall was not favorably received, and the township delegation withdrew opposition to the city delegation's resolution.

The officvals of the railway for some time have considered the point where their line croeses Parkdale avenue as the logical location tor the station.

21/04/1920 *Ottawa Journal**Carleton Place**Parkdale avenue*

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The officials of the railway have for some time considered the point where their line crosses Parkdale avenue as the logical location for the station.

Another important matter now before the council is the question of the location of the new CPR station to serve Ottawa West and the suburban area to the west of the city.

At a recent meeting between the engineers of the CPR and a delegation from the area affected, through an error, the Westboro and Nepean delegations withdrew their petition to have the station located in Westboro, the CPR officers intimated that they favored Parkdale Avenue as the site for the station, which would be too far in to serve the suburban area.

Reeve Joynt stated this morning that it was almost certain that the council will take the matter to the Board of Railway Commissioners.

**30/04/1920 *Eastern Ontario Review* *Kingston (CN)***

On a Grand Trunk train leaving Kingston the other day quite a sensation was caused by the rumor that a newly-married couple on board were Douglas Fairbanks and Mary Pickford. The joke was started by a train official, and a large number of the passengers circulated through the car to get a glimpse of the highly paid movie stars, whose recent experience with the divorce court has given them additional notoriety,

**07/05/1920 *Eastern Ontario Review* *L'Orignal* *L'Orignal***

A large gang of men are now engaged in making extensive improvements around the C.N.R. station here.

**10/05/1920 *Ottawa Citizen* *Renfrew* *LeBreton street***

Solomon Viner, Age 5, Met death at the LeBreton St., Crossing

While playing about the G.T.R. tracks crossing Le Breton street Saturday afternoon, little Solomon Viner, five years old was hit by the 6.30 train from Pembroke and as a result of his injuries received, died one hour later at St. Luke's Hospital.

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**15/05/1920 *Ottawa Citizen* *Renfrew* *LeBreton street***

EVIDENCE CLASHES AS TO SIGNAL BELL

Enquiry Into Death of Little Sol Viner is Not Concluded.

Coroner Craig conducted an inquest into the death of the late Solomon Viner, aged five years, who was killed last Saturday afternoon by the G.T.R. Pembroke train at the railway crossing on Le Breton street, last night at the police station. The whole evening was devoted to taking evidence, which was not concluded when the inquest adjourned at 11.30. It will be resumed Monday at 8 p.m.

Throughout last night's inquiry the evidence was somewhat conflicting, especially in regards to the electric signal at the Le Breton street crossing. Members of the train crew stated that after the child was hit the train stopped, and that they heard the electric bell signal ringing.

Residents in the vicinity of the Le Breton street crossing stated that they did not hear the signal ringing.

Mr. and Mrs. McVeigh, 248 Le Breton street, were coming out the front door of their house immediately before the accident happened. They did not hear the bell ringing, but would not say that it did not ring. Mrs. McVeigh testified that she did not hear the bell, and when asked by the coroner if the bell rang, seemed to get confused. Her husband approached the railing of the court room and accused the coroner of trying to make his wife commit perjury. Coroner Craig threatened to have him put out.

George Mason, 230 Le Breton street, swore positively that the bell did not ring and that such was the case on previous occasions. He stated that he was nearly run over himself at the same place, about the middle of March, and at that time also the bell did not ring.

**17/05/1920 *Ottawa Citizen* *Alexandria* *Central Depot***

EXTEND TRAIN SHED ON CENTRAL STATION

The steel work of the extension of the Central station train shed, which is being widened westward to the edge of the Rideau canal, has been completed, and today the work of the concrete men will start. The shed will not be completed for another month. When it is through passengers, which formerly had to alight in the open, unless the train were run past the sheds and backed in, may now alight in the building the same as local trains. The improvement has cost a great many thousand dollars, but in added comfort and safety, so railway officials state, will well warrant the extra expenditure.

**18/05/1920 *Ottawa Citizen* *Renfrew* *LeBreton street***

ACCIDENTAL DEATH LITTLE SOL VINER

Much Conflicting Evidence as to Ringing of LeBreton St. Signal Bell.

After listening to the greatest mass of contradictory evidence ever taken at an inquest in Ottawa, the jury at the inquest into the death of the late Solomon Viner last night returned a verdict of accidental death, after a deliberation of twenty minutes. Addressing the jury after hearing all the witnesses, Coroner Craig stated that during his experience as coroner in the last fourteen or fifteen years, he had never heard such a mass of contradictory evidence, and that they as sensible men had to weigh the entire evidence and arrive at a proper verdict.

So many witnesses had to be heard that it was found necessary to extend the time of the hearing over two nights. Friday night last, evidence was taken from eight o'clock till 11.30, and last night it 11.05 when the last witness was heard.

The verdict returned by the jury was that Solomon Viner came to his death in St. Luke's hospital, May 8, 1920, being struck by G.T.R. train number 52 at the LeBreton street crossing the same day, and that death was accidental. Viner, who was five years old, was hit about 7.30 in the evening of Saturday, May 8.

The point over which was the most conflicting evidence, was, whether or not the signal bell at the LeBreton street crossing rang, as a warning that a train was approaching, at the time of the accident. Residents of the, vicinity of the railway crossing swore that they did not hear the bell ringing, and some of them went so far as to swear that the bell did not ring. Railway employees swore the opposite. The train crew swore that when the train had stopped just over the crossing, after the accident had occurred, they had heard the bell ringing, while other employees, who had tested the bell since, found it to be in good order.

**25/05/1920 *Ottawa Journal* *Carleton Place* *Westboro***

TRAIN STOP NEAR PARKDALE AVENUE

New Station will be erected there shortly

Following the petition of the city and Ottawa West residents made last April, the CPR yesterday began stopping local trains for the convenience of people living in the western part of the city at a point 600 feet west of Parkdale Avenue.

City councillor Norman H. Lett has received official notification from Mr. E. J. Flintoff, solicitor general of the CPR.

A permanent station and platform will be erected as soon as possible, but in the meantime, a cinder platform has been installed. A temporary station will be built immediately, and a station agent will be appointed shortly.

The need of this station to the western part of Ottawa has long been felt, and will enable people to catch trains without coming into Central Station.

Situated near Parkdale Avenue, the station also serves Westboro. At present, only local trains are stopping at the station.

**26/05/1920 *Ottawa Journal* *Carleton Place* *Westboro***

NEW WESTBORO STATION.

Canadian Pacific Railway have decided to locate their new station, serving the west end of Ottawa and Westboro, five hundred feet west of Parkdale avenue, Ottawa. This station will be located on the south side of the railway tracks. A cinder platform is now being put down from Parkdale avenue and a temporary building will be erected as soon as possible. When this is done an agent will be placed in charge to sell tickets.

Local trains now stop at Westboro Station on schedule given below.

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**HORSE IS KILLED, BUT DRIVER ESCAPES**  
Cyrville Resident Claims Whistle Did Not Blow.

An accident in which Mr. T. Ogilvy of Cyrville had a narrow escape from death occurred at the Cyrville road railway crossing a mile from Cyrville. Mr. Ogilvy was driving across the track when a Montreal-Ottawa train crashed into his horse. Fortunately he escaped without injuries but his horse was killed and his rig badly smashed up. Mr. Ogilvy's claim is that the train failed to blow its whistle. He drove onto the crossing not hearing the approach of the engine. Constable Emile Steyvers of the Eastview police reported the case to the authorities.

20/06/1920 *Eganville Leader**Whitney and Opeongo*

The Ottawa car shops of the Canada Atlantic are building twenty-five platform cars for St. Anthony Lumber Co., of Whitney. A fifteen mile branch line is also being constructed from Whitney to the Opeongo lakes for the purpose of bringing out logs for the lumber company.

21/06/1920 *Ottawa Citizen**Maniwaki**Chelsea***GATINEAU VALLEY TRAIN DERAILED**

The Gatineau Valley C.P.R. train which left the city yesterday afternoon at 1.40 was delayed over two hours a short distance above Chelsea by the tender of the engine going on the track. At the point where the accident happened is a very high embankment and according to passengers the train narrowly escaped going over. They are high in their praise for the presence of mind of the engineer of the train, in averting a more serious accident. The train was travelling a slow rate of speed.

25/06/1920 *Eastern Ontario Review**Westport**Brockville*

Plans are being perfected for the joining up of the Canadian National Railway with the Grand Trunk at Brockville and the use of the same terminals. The trains of the C.N. will likely be operated from Lyn Junction.

28/06/1920 *Ottawa Citizen**Maniwaki**Cascades***ENGINE LEFT RAILS AT CASCADES**

Ottawa-Bound Passengers on Gatineau Trains Delayed I Saturday Night.

The [sic] derailment of a north bound light engine on the C. P. R., Gatineau Valley route, on Saturday night, was responsible for the passengers on the two trains bound for Ottawa being delayed upwards of two hours and a half in reaching their destination.

The light engine, while proceeding northwards left the rails at a point about one mile north of the Cascades dragging the tender for some distance along the ties, and tearing up the tracks, but fortunately did not topple over. News of the accident was carried by the fireman on the engine to Cascades station where it was telegraphed in to Ottawa. In the meantime the two Ottawa trains were flagged about 100 yards from the scene of the accident. The C. P. R. sent a special train, consisting of three coaches, to which the stranded passengers and their baggage were transferred and brought to Ottawa, arriving at 12.40 on Sunday morning. The passengers, who consisting largely of women and children, many of whom had been out on berry picking excursions, were loud in their praise of the train crews of the special and regular trains, who did everything to help them, even to the extent of carrying their baggage from their own trains to the special, on the other side of the wreck.

This is the second accident of a similar nature, which has occurred at this point, an engine being derailed in the vicinity on Sunday last. The accident is believed to have been due to a spread rail.

28/06/1920 *Ottawa Journal**Ottawa Terminal***UNIFICATION OF GTR and CNR**

Inaugurated with operation of new train out of capital

Amalgamation of roads gives the state the largest system in the world; better service to areas from Ottawa to Montreal, and the west. First train was Sunday June 27th, 1920 to Montreal; next was a train from Ottawa to Winnipeg to connect with the GTP.

It was a long story.

06/07/1920 *Ottawa Journal**Smiths Falls**Rideau Junction*

Abandon Rideau Junction as a switching point and likely as a divisional point.

Another result of the amalgamation of C.N.R and Grand Trunk.

Too far from Ottawa - Men Released to be rehired.

As a result of the amalgamation of the Canadian National and Grand Trunk Railway lines, Rideau Junction will be abandoned as a switching terminal and will probably be abandoned as a divisional centre. Definite announcement that the switching of the Canadian National trains would in future be transferred to the yards at Hurdman's Bridge was made to the Journal this morning by Chief Clerk, J.D. Rowe, of the C.N.R. While no announcement has been made as to the abandonment of the junction as a divisional centre of C.N.R. but on Saturday about 150 trackmen and foremen who had been engaged in repairing the line there, were paid off and informed that their services would probably be required in the near future to remove some of the tracking in the extensive yards at that point. Established six years ago.

Rideau Junction was established as a divisional centre by the Canadian Northern Ontario Railway about six years ago upon the completion of the Toronto-Ottawa line. At this point the main line of the Montreal-Ottawa, Pembroke-North Bay line branches off and the site was ideal at the time for the C.N.R as an independent line.

**Transfer Switching Point**

With the amalgamation on June 27 of the C.N.R. and G.T.R., and the unification of the two lines, it was found necessary to transfer the switching point nearer the main yards at Central Station. As Rideau Junction is seven and one tenth miles from the station and has no connecting lines with the former G.T.R. tracks to make it practicable to continue its use, the decision was reached to abandon it for switching purposes. Whether the roundhouse will still be used has not been definitely decided, but it is likely the entire plant will be dismantled with the exception of the station and freight sheds.

Rideau Junction is just west of the Rideau River in Nepean Township and about six miles from the centre of the city. With the establishment of the C.N.R. divisional point there a townsite was planned and a suburban centre sprang up. This was accompanied by considerable activity in real estate circles, many Ottawa people purchasing lots in the vicinity. To relieve the housing situation at Rideau Junction a number of old freight cars were dismantled and the interiors rebuilt into homes for railway employees and their families.

Will be absorbed

Mr. Rowe stated this morning that the dismissal of the trackmen and foremen at Rideau Junction was but a matter of form and that they would all likely work on the National Railways.

C.P.R. will not stand for two stations.

Owing to the fact that several other applications had precedence on the order paper, the hearing on the application of the Township of Nepean for an order directing the C.P.R. to erect a station at Westboro at or near Victoria avenue, for the handling of passengers, freight and express, before the Board of Railway Commissioners, was adjourned until this afternoon.

Mr. T.B. Flintoff is acting on behalf of the C.P.R. and Mr. J.E. Caldwell, Solicitor for Carleton County, represents the applicant. Mr. F.B. proctor, City Solicitor, will also be on hand to look after the city's interests, as the application for the Township of Nepean virtually involves the maintaining or the abandonment of the recently established station at Parkdale avenue.

The C.P.R. is understood to be agreeable to the establishment of one station in a centre which will serve the largest number of people, but will not countenance two stations, one in Westboro and another in Hintonburg. The application of Nepean Township is arousing the keenest interest, as was evidenced by the large attendance of residents along the Britannia line, farmers of Nepean and members of the Carleton County Council who were on hand this forenoon in the expectation that the case would be proceeded with then.

09/07/1920 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

#### DOG JUMPED FROM TRAIN ON BRIDGE

A telephone message from the C.P.R. authorities that an unknown man had jumped from a train while passing over the Alexandra bridge shortly before eleven o'clock, sent an officer from police headquarters on a fruitless errand this morning. Constable Wilson was rushed to the bridge in the police auto, but on arriving there found the report was without foundation. Upon making enquiries he ascertained that a bulldog, which had escaped unhurt and made off in the direction of Hull, had been seen to jump from the window of one of the coaches of the train as it passed over the bridge.

12/07/1920 *Ottawa Citizen**Maniwaki**Castor*

#### ANOTHER WRECK ON THE GATINEAU LINE

Ottawa Bound Train Derailed Saturday Night Engineer and Fireman Injured.

Gatineau Valley train No. 538 due in Ottawa Saturday night at 10.45 ran off the tracks as it was entering Castor station, which is a few miles above Blue Sea Lake, the engine, tender and baggage car being derailed.

Engineer William E. Stanley, of 148 Breeze Hill avenue, was fairly badly shaken up, and was brought to a local hospital. Last night it was stated that Mr. Stanley, while considerably shaken, apparently had no broken bones, and in due course would be out of the hospital in a few days. The fireman escaped unhurt. A brakeman, Geo. Barker, of 11 Spadina avenue, was also slightly hurt, getting a severe jolt on the shoulder, but was able after a time to go to his own home. None of the passengers were hurt.

A wrecking train was sent up from Ottawa. There were only a few passengers on the Saturday-night train from Maniwaki to Ottawa and these were transferred and brought down to Ottawa by another train, arriving only about a half an hour late. Passengers going north were also transferred around the wreck and taken to their destination.

The cause of the wreck is not known, it took the wrecking crew from Ottawa some five hours to clear the line, but everything was cleared and in working order for the Sunday traffic. It appears that the train was approaching Castor and the brakes had just been applied when without warning the engine, tender and the baggage car left the rails.

Passengers on the train gave the greatest credit to the crew of the train who did everything in their power to make them comfortable till the other trains arrived to take them to their destination.

13/07/1920 *Ottawa Journal**Maniwaki**Castor*

#### INVESTIGATING WRECK.

Engineer William E. Stanley, of 141 Breeze Hill Avenue, who was hurt on Saturday when a Gatineau Valley train left the tracks at Castor will likely leave hospital in a week. He was shaken up and it is believed that one rib was broken. The derailment, which apparently was due to an obstruction being placed on the track, is being carefully investigated, and it is believed there will be important developments. George Barker, brakeman, 11 Spadina Avenue, was also shaken up, but his condition is satisfactory, and he will be at work in a few days. None of the passengers was injured.

15/07/1920 *Ottawa Citizen**Maniwaki**Castor*

Engineer Convalescent. Engineer W. B. Stanley, 148 Breeze Hill avenue, who was injured in a derailment of the Gatineau Valley train about 10.45 Saturday night last, was permitted to leave the hospital yesterday. Engineer Stanley was brought to Ottawa from Castor station near where the accident occurred and was taken to St. Luke's hospital. where he recovered from his injuries.

28/07/1920

Ottawa Citizen

Alexandria

Maxville

MAXVILLE FARMER AND SON ARE DEAD ACCIDENT; RESULT WHEN GRAND TRUNK TRAIN HITS AUTO

Thoma Blaney Instantly Killed, Younger Succumbs in Ottawa Hospital, While Wife, Another Son and Nephew Were Rushed to the Capital. Those Injured Will Likely Recover. Death Trap at Cameron's Crossing Near Maxville.

THE DEAD. Thomas Blaney, aged 55, farmer, Maxville, Ont. William Blaney, aged 14.

INJURED. Mrs. Margaret Blaney, cut about hands and badly bruised.

Suison Blaney, seed 18, injuries to head.

Basil Rone, aged 21, Riceville, hip dislocated.

Thomaa Blaney, a prosperous farmer living near Maxville, Ont., was instantly killed, his son William, aged 14 died in St. Luke's hospital, this city shortly after midnight, and his wife, another son and a nephew, seriously injured, when a motor car in which they were driving was hit by the Montreal-Ottawa C. N. R. flier two miles east of Maxville, at Donald Allan Cameron's crossing at eight o'clock last evening.

The survivors were brought to Ottawa on the train which hit them, and are now in St. Luke's hospital, young Blaney dying soon afterwards. While the others are seriously injured, it is expected they will recover.

Mr. Blaney, accompanied by his wife Margaret, his son, Suison, aged 18, another son William, aged 14, and a nephew, Basil Rowe, of Riceville, aged 21, started out from the Blaney farm to attend an Orange social a few miles away at Dunvegan. Another son Harold, aged 16, was driving ahead of the motor party to the social.

According to Dr. W. B. McDiarmid, of Maxville, who was called to the scene of the accident, the Cameron crossing is one of the worst in the country. It has a stone fence on one side, and the tracks are hidden from approaching traffic by large trees.

Eyewitness' Story.

One eyewitness of the accident was Mr. J. A. McLeod, of Maxville, who, accompanied by his wife, was approaching the crossing from the west just as the Blaney car reached the tracks. It was evident that none of the Blaney party saw the train until it was too late. Mr. McLeod said that the engine struck the automobile a tremendous blow. Two of the boys were thrown a distance of fifty feet. Mrs. Blaney was thrown considerable distance, while the body of Mr. Blaney was picked up close beside the tracks.

The car itself was turned completely around and was lying on its side a total wreck, close to the crossing. The car was an old one, with a right hand drive, but Mr. McLeod does not believe that it broke, down at the crossing, for it was travelling at a fair rate of speed.

Mr. and Mrs. Blaney were seated in the front of the car, with Mr. Blaney at the wheel. The three boys were in the rear seat.

The son Harold who drove with a horse and buggy to the social at Dunvegan, was so far ahead that he did not witness the accident, and had to be sent for. He accompanied his mother and brothers and cousin to Ottawa.

Another Yard to Safety.

A somewhat different story of the accident was told by Harry Connelly, a farm laborer, whose home is in North Adams, Mass. He stated he was looking out of a window of one of the coaches. It was just getting dusk when he noticed the car heading for the crossing. He distinctly felt the engineer apply the brakes and sound shrill blasts from his whistle. The engine tender struck the rear end of the auto. The train was stopped and backed up Mr. Blaney was dying when Conley along with others rushed to his aid Conley thought it was a case of the driver believing he could get safely across the track. "Another yard and he would have made it, was Conley's comment."

More

29/07/1920

Winchester Press

Alexandria

Maxville

Thomas Blaney, a prosperous farmer near Maxville, and his son William, aged 10, were killed, and his wife, one son and a nephew seriously injured, when a motor car in which they were driving was hit by the Montreal-Ottawa C.N.R. train two miles east of Maxville at Donald Allan Cameron's crossing at eight o'clock Tuesday evening. The three survivors were brought to Ottawa on the train which hit them and are now in St. Luke's Hospital. While seriously injured, it is expected that they will recover.

30/07/1920

Eastern Ontario Review

Alexandria

Madawaska

Two killed at Maxville when Montreal Express crashes into Motorcar

CNR train traveling at high speed at Maxville, Ont., deals out quick death to driver of car, a Maxville man, who attempts to Rush Crossing.

Two members of the Blaney family, Maxville Junction, Ont. Thomas, the father, and William, his 14 year old son are dead as a result of their automobile being struck last night at 8 o'clock by the Montreal Express, Canadian National Railways., at a level crossing near their home. Two other members of the family the mother, Mrs. Margaret Blaney, and a son, Sursin, aged 18 years are lying in a critical condition at St Luke's Hospital, Ottawa, while a friend of the unfortunate family, Baziol Rowe, aged 21 years, of Riceville, is also suffering from serious injuries in the same institution.

Thomas Blaney was killed out right when the flying locomotive hurled the automobile from the tracks. The other occupants of the car were taken on the train by the crew and rushed to Ottawa. Ambulances from Woodburn's undertaking establishment had been ordered by telephone, and the victims of the collision were hurried to St. Luke's hospital, but in spite of immediate medical attention, William Blaney succumbed to the terrible injuries which he had received. Late last night the hospital authorities could give no definite information regarding the probable fate of the other patients as they had been unable on account of the seriousness of their conditions, to make detailed examinations.

The accident occurred shortly after 8 o'clock, when the Montreal Express was running out of Maxville, where it was due at 8:02.

Eyewitnesses story.

Harry Conley, farm laborer, 22 Holden Street, North Adams, Mass, a passenger on the train, and the only eyewitness of the accident, stated last night that he believed that Mr Blaney was attempting to rush the crossing ahead of the oncoming train.

"It was just coming dusk", said Mr. Conley, "when I noticed the automobile heading for the crossing. I distinctly felt the jar of the train as the engineer applied the brakes, and heard him blow several shrill blast on the whistle. The fender of the engine struck the rear end of the automobile throwing it, partially wrecked, clear of the track.

Almost cleared track.

"Then the train stopped and backed up. Mr Blaney was dying, when, with several others, I rushed to his aid. He had evidently felt that he could get safely across the tracks, for, as I helped to pick up the injured, he said, "Another yard and I would have made it."

Following the accident, the express continued its run into Ottawa and arrived in Union Station about 30 minutes behind scheduled time. Ambulances from Woodburn's undertaking establishment had been summoned by telephone and the four victims were rushed to St. Luke's hospital without loss of time.

The members of the crew on the train were all Ottawa men. The engineer, William Wooley, was, it was stated last night, only a supply man, as the regular engineer of the train, Mr. Driver, was off-duty yesterday. The other members of the crew were A J Leamey, 128 Hinton Avenue, conductor; and H Dolman, baggage man. None of the crew would talk last night about the accident

02/08/1920

Globe and Mail

Kingston (CN)

Rideau Station

Victim Not Identified

Toronto Globe, 2 Aug 1920, p7 c2

Kingston, Aug. 1. - (Special.) - The body of a man found dead alongside the G.T.R. tracks at Rideau Station yesterday has not yet been identified. He was about 65 years old, barely 5 feet 6 inches in height, and clean shaven. He wore a blue serge coat, two pairs of grey trousers, black running shoes and a straw hat, in the band of which was part of a Toronto paper. An inquest was held last night, and a verdict of accidental death returned. It is believed he was attempting to steal a ride on a freight train and fell off.

*05/08/1920    Winchester Press                    Winchester                    Chesterville*

Struck by a train at Chesterville, Ont., early Monday morning, James McManus, 60 years of age, a bridgeman of Arnprior, suffered a fractured skull and died at the Royal Victoria Hospital at 5 o'clock. McManus was employed as a bridgeman by the C.P.R. at Chesterville, and according to the version given to the hospital authorities, was standing aside to let a freight train by when he was knocked down by a passenger train going from Toronto to Montreal. The victim was taken aboard and sent to the hospital on arrival at Montreal.

*10/08/1920    Ottawa Citizen                    Winchester                    Glen Nevis crossing*

Mr. Gormley was killed Friday night by C.P.R. passenger train number 26 at Glen Nevis, Ont. Coroner H. Munro will hold an inquest into his death on August 16.

*13/08/1920    Eastern Ontario Review            Montreal and Ottawa*

S.A. Gormley Victim of Crossing Accident

The funeral of S. Alexander Gormley, well known insurance man who was killed when a C.P.R. train crashed into his motor car at Glen Nevis crossing, Glengarry County, last evening was held from the home of his brother Dr. Joseph Gormley at Crysler on Sunday.

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The accident in which the deceased met his death, occurred about 6.15 o'clock, Friday evening last, when the C.P.R. west-bound passenger train No. 26 crashed into it.

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*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 ensconced 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

*19/08/1920    Ottawa Citizen                    Alexandria                    Maxville*

INQUIRY INTO THE DEATH OF LATE WM. BLANEY

(Special to The Citizen) MAXVILLE, Aug. 17 No comment was made tonight concerning Cameron's crossing, by the jury in their verdict into the death of the late William Blaney who died in an Ottawa hospital from injuries he received when the auto in which he was driving was hit by G. T. R. Montreal- Ottawa train number 1, on July 27. i At the inquest into his father's death , held on August 11, this crossing was condemned by the jury as being a very dangerous one. The verdict returned was that William Blaney, died in Ottawa July 27, 1920, as a result of several fractures and shock which were caused as a result of his being struck by G. T. R. westbound train number 1, when he was seated in an auto driven by his father, the late Thomas Blaney. The above accident happened on the above date at Cameron's crossing in the county of Glengarry, one a half miles from Maxville at the intersection of the G. T. R- right of way and the public highway.

The jury was out about ten minutes. The inquest was presided over by Coroner H. Munro, of Maxville.

*20/08/1920    Eastern Ontario Review            Vankleek                    Glen Sandfield*

On Wednesday of last week the Glen Sandfield Railway Station was completely destroyed by fire. Origin spark from locomotive.

*23/08/1920    Ottawa Citizen                    Carleton Place                    Springfield crossing*

MR. ANDREW DOUGALL IS KILLED BY TRAIN

Driver For Ottawa Dairy Struck by C. P. R. Soo Train at Springfield.

Mr. Andrew Dougall, driver for the Ottawa Dairy, was killed almost instantly about 6.15 o'clock this morning when his rig was struck by the C. P. R. Soo train at Springfield crossing, several stations below Woodroffe.

The crossing there is said to be one of the worst about the city, with no bell, gates or any other protection. One of the horses was killed, half of the rig was smashed to atoms, and the remainder shoved along the track, a distance of about four hundred feet.

When Dougall was lifted from the debris, he was found to be suffering from terrible injuries inflicted to his head, and one of his legs was almost off. Dr. J. S. Nelson, of Westboro, was at once summoned and tended the injured man, who was rushed to the city. When he was lifted at Central station into Rogers and Burney's ambulance, he breathed his last.

The coroner's inquest, which was later opened at Rogers and Burney's undertaking establishment by Dr. Craig, identified the remains and ad journed to Friday evening, at the police station. Mr. James Miller, 193 Fifth avenue, also of the Ottawa Dairy, identified the body.

Saw the Accident.

Mr. J. Dolan, of Woodroffe, was an eye-witness of the fatality. He stated to Mr. W. H. Goodfellow, 215 Percy street, the conductor of the train, that he was not more than several hundred feet away from the scene of the accident at the time it happened. He saw the late Mr. Dougall look about him before attempting to cross the track, but he seemed to be looking as if he expected a train from Ottawa. Evidently not scenting any danger, he attempted the crossing and was struck by the train when his rig was about half-way over. Mr. Fred Cole, Bayswater avenue, was the engineer in charge of the train.

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*24/08/1920    Ottawa Citizen                    Lachute                    Hull*

TRUCK IS HIT BY TRAIN BUT DRIVER ESCAPES

Geo. Guertin Was Travelling IN Luck. Accident Gave Free Soft Drinks to Many.

Geo. Guertin, 28 Duke street, Ottawa, had a marvellous escape from death this morning shortly after 10 o'clock, when a motor truck which he was driving was struck on a level crossing at St. Henri street, Hull, by the C.P.R. Brockville train, and demolished.

Guertin was thrown from the truck by the impact of the collision and escaped with a few bruises and a bad cut on the sole of his foot, which injuries were attended to on his removal to the Sacred Heart Hospital. He stated that he was travelling st about four miles an hour and, at the crossing, which is entirely unprotected, was unaware of the approach of the train which, he stated, gave no warning whistle. It struck the truck fairly amidships, hurling him some distance on to the road, and sending a big load of Coca-Cola, with which the truck was loaded, in all directions.

After Guertin had been removed to the hospital, nearby residents, together with hundreds of kiddies, were busy picking up unbroken bottles of Coca-Cola, with which they hurried away with seeming indifference to the accident except that it had brought them fortune in the free soft drinks.

At the hospital it was learned that Guertin is so slightly injured that he will be able to go to his home this afternoon, after he has rested up from the shock he received.



## ACCIDENTAL DEATH OF ANDREW DOUGALL

A verdict of accidental death was returned by the jury at the inquest into the death of the late Andrew Dougall Ottawa Dairy milk driver, who was killed by the C.P.R. Soo train. No. 18, last Monday morning. The inquest was held last night at the police station, and was presided over by Coroner Craig. Representatives of the Ottawa Dairy and the C.P.R. were also present.

The verdict read that "the late Andrew Dougall came to his death on the morning of Monday, August 23, 1920, from injuries he received when the rig which he was driving was hit by C.P.R. train No. 18, at Springfield crossing. We find death to be accidental."

The principal witness was Fred Cole, engineer of the train. He stated at the inquest that on the morning of the accident he had been on the lookout for Dougall, as on three or four occasions within the last few weeks, the train barely missed hitting him. However, he did not see him till it was too late to avoid an accident.

01/09/1920 *Ottawa Citizen**Kingston (CN)**Lyn*

Amalgamating Two Roads. BROCKVILLE. Ont., Aug. 31. C. N. R. and G. T. R. officials met today at Lyn near here for the purpose of deciding upon the amalgamation of the two roads at that point, which will enable C. N. R. trains to be operated over the G. T. R. to Brockville. There is also a proposal to do away with one of the railway stations at Lyn. No statement was issued.

08/09/1920 *Ottawa Citizen**Kingston (CN)**Brockville*

Freight Cars Leave Track.

BROCKVILLE. Sept. 7. The derailment of 16 cars on extra east bound freight train No. 589 tied up traffic on both tracks of the G.T.R, main line this morning. The accident took place one and a half miles east of Lansdowne station, a broken wheel being the cause. Fifteen of the cars were loaded with grain and it was necessary to transship the contents. The Montreal, Brockville and Belleville wrecking crews working at the scene succeeded in opening one track at noon today, allowing traffic to resume.

21/09/1920 *Ottawa Citizen**New York Central**Russell*

Russell Fair

A special train will leave Central station on Wednesday, Sept. 22nd, at 1 p.m., standard time, for Russell, returning leaving Russell at 6.30 p.m.

23/09/1920 *Ottawa Journal**Montreal and Ottawa**Alfred*

CP #1, the Trans Canada Limited with 300 passengers aboard hit a freight train head-on at Alfred at 1am this morning. 2 baggage and express cars on the head end of the passenger train were demolished, and 7 box cars on the freight train were derailed, but no one was seriously injured.

The rescue train took the passengers back to Vaudreuil, then up the Grand Trunk to Ottawa.

The mishap was caused by the freight train running through the east switch before stopping to clear the passenger train.

23/09/1920 *Ottawa Citizen**Montreal and Ottawa**Alfred*

## IMPERIAL EXPRESS WRECK WAS DUE TO HEAD ON COLLISION

Freight on Siding is Stated to Have Blocked Main Line.

Serious Wreck Narrowly Averted.

An investigation by C. P. R. officials into the cause of the wreck of the C. P. R. Imperial train at Alfred, shortly after midnight this morning is proceeding today at Alfred.

It is now definitely stated that the cause of the wreck was not a derailment but a head-on collision between this crack C. P. R. flyer No. 1 and a freight train which had overrun a siding and got on the main track again, just before the flyer came along.

No. 1 C. P. R. train is the train which leaves Montreal going west every evening at 10.15, arriving in Ottawa at 1.20 a.m., and leaving here 20 minutes later. Due to Collision.

Telephone communication between Ottawa and Alfred has been suspended since 10 a.m. today, and it was impossible to get in touch with officials investigating the wreck.

F. Nash, Bilisoly, commissioner of fisheries for the state of Virginia, U.S.A., arrived in Ottawa at an early hour this morning after having been one of the passengers on the wrecked train.

Mr. Bilisoly, who is here as a United States representative to the fisheries conference, stated previous stories of the disaster are not correct inasmuch as the accident occurred through a head-on collision. His story is confirmed by Mr. S. N. Berry of Cedar Rapids, Iowa, also a passenger.

Flag Man Was Sent Back.

Mr. Bilisoly said that a freight train had apparently pulled in on a siding either at or near Alfred. The train, however, was either too long for the siding, or pulled over the end of it and onto the main track. As soon as this was noticed a flag man was sent ahead to notify coming trains. However, the flag man had only got about four car lengths on his way when the Imperial train came along from Montreal at a quick rate of speed and crashed into the other train.

Box Car Took Shock.

"There was only one thing which saved a bad wreck," said Mr. Bilisoly, "and that is the fact that on the Limited in the rear of the engine was a box car. Next to it was a mail car. These two cars were badly smashed. It was evident that they acted as a cushion and took up the impact of the blow. None of the other cars left the track. No one was hurt, but a number of ladies on the train were seriously alarmed and were not pacified for some time."

Investigation Opened.

Mr. H. B. Spencer, superintendent of this division, is on his holidays. Mr. J. H. Hughes, assistant superintendent, is today at the scene of the wreck.

It is understood that an investigation as to the cause of the wreck is proceeding today at Alfred.

Train Was Re-Routed.

Following the derailment, the train was taken back to Vaudreuil, and from there the passengers for the west were taken around by Smith's Falls and later brought to Ottawa. The train from Smith's Falls arrived in Ottawa shortly after five o'clock.

This morning owing to the derailment all outgoing trains from Ottawa to Montreal over the C. P. R. were cancelled. Passengers who had purchased tickets for these trains previous to the derailment had their passage money refunded and traveled over the Grand Trunk lines. Passengers from Ottawa for the west were sent from Ottawa to Smith's Falls by a special train, where they connected with the Montreal-Toronto trains.

Ottawa Men in Crew.

The first train out of Ottawa to Montreal over the C. P. R. lines left the Central station at noon, it being the Trans-Canada Ltd. No. 8 from Vancouver. Both the C. P. R. noon trains from Montreal were over an hour and a half late in arriving at the Central station.

Mr. J.R. Hamilton, 17 Laurel street, who was the conductor in charge of the train and Mr. J. Chisholm, 693 Wellington street, the engineer, took out the special train from Ottawa to Smith's Falls this morning and could not be interviewed.

One hurt when Trans Canada flyer in wreck

Crashes into freight train on siding at Alfred after midnight

CPR main Montreal line blocked as result

Passengers on famous train shaken up and frightened in accident

A heavy fog is said to have been responsible for the failure of the engineer and fireman of the Trans Canada train to see the headlight on the freight train engine, which extended beyond the siding to the mainline track and resulted in last night's wreck. It is also stated that the brakeman of the freight train had not time enough to lay torpedoes on the track, to warn the passenger train of the danger. It is stated by railway officials that a temporary track will be constructed at the scene of the accident immediately.

300 passengers on the Canadian Pacific Railway Trans-Canada Limited, No.1 train, miraculously escaped death or serious injuries, shortly after midnight this morning, when that train plowed head on into a freight train at Alfred, Ont., about 35 miles from Ottawa.

Only shaken up.

The baggage and express cars of the passenger train were smashed, but all persons escaped with nothing more than a severe shaking. The engineer of the freight train sustained severe injuries about the head, and also a shattered the arm. With this exception no one was injured. The Trans-Canada was coming towards Ottawa.

A statement on the accident could not be obtained at the CPR offices today, but officials immediately left the city for the scene of the smash up to conduct an investigation. The Montreal - Ottawa line is blocked by the wreck.

Freight train too long.

Reports from residents at Alfred are to the effect that the accident was responsible to the inability of the freight train to place all its cars on the siding about 3 miles from the railway station. The siding at that point is said to have been too short to hold the full train, with the result that several cars on the front of the freight train and the engine were left standing on the mainline track.

Seven box cars piled up.

No warning it is said was given to the Trans-Canada train, and it was traveling at a fairly high speed when the impact occurred. Passengers marveled that the more serious wreck did not result. Engines of both trains were severely damaged but on the passenger train the damage did not run farther than the second car. The smoker came next, but this coach escaped untouched. Seven box cars on the freight train were piled on top of one another along the track.

Due you here at 2 a.m.

The Trans-Canada train was due in Ottawa shortly before 2 a.m. standard time.

When the impact occurred, the passengers in the sleepers for jolted in their berths. Slight panics prevailed in some of the ten sleepers and tourist coaches, and within a few minutes after the collision all the passengers were alongside of the wrecked train in scanty attire. Their anxiety was relieved when the train crews informed them that no one was injured. Around by Smiths Falls.

The passengers arrived in Ottawa shortly after five o'clock this morning on a special train which was ordered out from Montreal. It was necessary for the train to detour back to Vaudreuil, using the Grand Trunk tracks for a part of the way. The passengers were finally despatched to Smiths Falls, where they resumed the journey to Ottawa.

Mr. James H Hughes, assistant superintendent of the road, and other officials left for the scene of the wreck early this morning to conduct an investigation.

Main Line blocked.

As a result of the smash up the main line was blocked to traffic today. The CPR Montreal train, due in the city at 11:30 o'clock this morning did not reach the city until 12:35 p.m. This train was dispatched from Montreal to Bedell and then over the Toronto Montreal line to Kemptville. CPR Montreal train 501, due at 10:55 a.m. had not arrived in the city at 2 this afternoon.

It was announced at the CPR offices that the Ottawa Montreal line would be closed to all traffic until the line is cleared of the wrecked trains.

Tells of accident.

The Trans-Canada flyer crashed into a freight train which had overrun the siding at Alfred said Mr F Nash Billsoley of Norfolk, and Commissioner of Fisheries of that state, who arrived at the Chateau this morning after his experience. Mr. Billsoley, said the accident happened about midnight. Immediately after the crash, Mr. Billsoley said, there was considerable confusion for a few moments but with the discovery that no one was hurt, the passengers patiently waited for the train to take them to their destination.

The freight train, which caused the wreck, had evidently pulled in on the siding to allow the flyer to pass and unfortunately over ran into the mainline. The flyer, pounding along on her way to Ottawa, smashed head on into the freight engine. Seven freight cars were hurled from the rails while the engine and the first two cars of the flyer were badly smashed. Mr. Billsoley attributes the escape of the passengers to the fact that the first car in rear of the flyer engine was an express car and the next a mail van. These two cars acted as a cushion, he said, and took up most of the shock. Several other passengers were thrown from their seats and were slightly shaken up, but no one was seriously hurt.

Mr. Bill Sully is here to attend the Fisheries convention in the Victoria Museum and is none the worse for his trying night.

## PLACES NO BLARE THE CREW OF PASSENGER TRAIN

Investigation of Accident to Imperial Limited, No. 1, by Acting Supt. Hughes - Line Cleared for Traffic.

Definite blame for the head-on collision between an eastbound freight train and the westbound Imperial Limited at Alfred, OnL, forty miles from Ottawa at 12.05 midnight Thursday, was not established by the investigation of C.P.R. officials, who spent all of yesterday at the scene of the wreck.

To The Citizen last night Mr. J. H. Hughes, acting superintendent of the Ottawa division in the absence of Mr. H. B. Spencer, general superintendent, stated that it had found that the train crew of the westbound Imperial Limited had been exonerated from blame.

The cause of the smashup was said last night by Mr. Hughes to have been due to a heavy fog which prevailed in the district of Alfred station at the time of the accident. An effort, the acting superintendent said, was made by the crew of No. 86, the eastbound freight train, to back up and so clear the siding but, owing to the weight of the thirty-two cars attached to this train this was found impossible within the time given and the freight train could not clear the siding. The westbound train, arriving out of a heavy fog bank, had no knowledge of the projecting front end of the engine of the freight train across the tracks, and crashed into it. Fortunately the Imperial Limited at the time was slowing down to meet the yard section regulations and the eastern head of the heavy freight train and the western end of the Imperial Limited did not come together.

## Official Explanation.

In an official explanation of the crash, Mr. Hughes over the long distance telephone told The Citizen, from Alfred, that freight train No. 86, east bound and in charge of Conductor Sproule and Engineer Kells, of Outremount, had taken the siding to allow No.1 to go past. The acting superintendent stated, that upon the crew of the freight train finding that the front end of the siding did not clear, that Brakeman Pullen, of the freight train, had been sent out to flag the western bound express train. The brakeman [sic] had not gone any considerable distance before the crash took place.

## Injured Statement False.

When the collision took place, Engineer Kells, of the freight train, was struck lightly by a piece of flying glass, which came from his engine cab window. Mr. Hughes last night positively denied that Mr. Kells had been placed in a state as could be considered injured in relation to a train wreck. The acting superintendent outlined as an instance that Mr. Kells, after being asked as to the extent of the cut he received, did not even care to file a claim as he would be entitled to under the Workmen's Compensation act.

Engineer James Chisholm and Conductor J. R. Hamilton, of the Imperial Limited, reached the city late yesterday afternoon, after their sojourn on a special train from Ottawa to Smith's Falls early yesterday morning which brought westbound passengers to a connection point on the C.P.R. system where they could take a train for the west. Both engineer and conductor refused to make any statement for publication.

The main line of the C.P.R., which was affected by the crash was, according to the acting superintendent's statement, cleared for traffic at eleven o'clock. Mr. Hughes denied the report that the track had been torn up for a considerable distance and said the trackage had not been affected for more than two rail lengths. The scene of the derailment is about forty miles from Ottawa. Early yesterday morning a staff composed of around a score of men from the maintenance and way departments of the railway was placed at work. According to Mr. Hughes the chief property damage resulted to a baggage car, booked through for the west, and an express car. The damage to the baggage and express cars, though they were derailed, was not considered as serious by the company.

The remainder of the crew on the Imperial Limited were Mr. H. King, Montreal, baggageman; fireman, Mr. Charles McCurdy, and Brakeman Gamble. Mr. R. Manton was the fireman on the freight train No. 86.

Fog is blamed for bad crash at Alfred spur

Freight engineer receives severe injuries when passenger engine hits his train.

The head on collision between CPR Trans Canada passenger train No. 1, westbound and No. 86 freight train, at Alfred, early yesterday morning, has been fairly well established, as having been due, primarily, to dense fog. Mr. James H. Hughes, assistant superintendent of District 4, who was at Vaudreuil at the time of the accident, proceeded at once to the scene to investigate. He remained in Alfred all day yesterday.

Too long for siding.

From the stories related by members of the train crew and passengers, it develops that number 86, which had pulled into the siding at Alfred to allow the Trans-Canada to pass, was too long for the siding. After clearing the rear of his train from the main track, the engineer of the freight found that his engine and one or two cars still remained on the mainline. Realizing that arrival of the fast train on its way west was important, conductor Sproule, of the freight, send out a flag man with a lantern and flares.

Fog blinded engineer.

The flagman had only preceded a short distance along the track when the headlight of the onrushing passenger train showed dimly through the dense fog. He waved his lantern frantically, but the fog prevented it from being seen, and a second later, the head on crash of the two locomotives occurred. The collision completely wrecked two baggage cars immediately in rear of the engine on the passenger train, and the express car was thrown on its side in a deep ditch, filled with water and mud to a considerable depth. The rest of the coaches remained on the rails, the occupants suffering no injuries beyond a severe shaking up.

Much equipment wrecked.

The two engines were locked by the impact, and thrown to one side of the track. Seven box cars of the freight train were demolished. The engineer of the freight train is said to have received severe injuries about the head, and a shattered arm.

Stuck to throttle.

The express car rolled into the ditch just a few feet in front of him. The engineer of the passenger train, Mr. J. Chisholm, 603 Wellington Street, Ottawa, stuck to his throttle, and came through the ordeal with only a severe shaking up. Last night he was suffering little or no after effects.

Through traffic resumed.

Through traffic on the Ottawa Montreal line was established shortly after 2 p.m. yesterday after a tie-up of some 12 hours. The track at the point where the wreck occurred was badly torn up, and temporary repairs were affected. The wreckage from the two trains lies on either side of the tracks.

A judgment will be signed today by the Board of Railway Commissioners in the application brought by the Township of Nepean to compel the Canadian Pacific Railway to grant the people of Westboro on the Britannia line a station facility at Victoria Avenue in Westboro.

The judgment grants the application and in consequence that section will soon have the new station complete with passenger traffic, freight, express and telegraph facilities. The station is to be in place by December 1st. The judgment has been written by Dr. Rutherford, and the other members of the commission concurred with it.

27/09/1920

Ottawa Citizen

Carleton Place

Westboro

RAILWAY BOARD ORDERS C.P.R. TO PROVIDE A STATION AT WESTBORO Passenger, Freight, Express and Telegraph Facilities by Dec. 1st. Commissioner Rutherford's Judgment Concurred in Granting Application of Township of Nepean.

Westboro. and the Britannia line generally, is to have its new C.P.R. station complete with passenger, freight, express and telegraph facilities.

The new station is to be in operation by December 1st next or a little over two months.

Such was the decision of the Board of Railway Commissioners on the application brought some months ago by the Township of Nepean to compel the C.P.R. to grant the people of Westboro and the Britannia line a station at Victoria avenue, Westboro. The case was tried here on July 6th but the decision was not arrived at till yesterday.

The news will rejoice the heart of every one of the thousands of residents along the Britannia line who at the present time have to come either to Parkdale avenue or Central station to take a train. Moreover, the decision was rather unexpected.

"We have hardly a chance to win," was the remark of a prominent Westboro man after the hearing nearly three months ago. It was thought that the recent establishment of the Parkdale avenue station would mitigate against the railway commission ordering another station so near.

Little Doing at Parkdale.

The decision which was written by Dr. J. G. Rutherford, and in which the other members concurred, stated that Dr. Rutherford had visited the scene of the asked-for station and also the Parkdale avenue station. The latter station did not seem to be much in demand, as in June, only 55 tickets had been sold and some \$88 taken in at that point.

Westboro, as well as the entire Britannia line, was a growing suburb. Moreover, the new station would not only serve the suburbanites at this point but residents of the country district behind. It was, therefore, ordered that the C.P.R. should file plans for a new station at Victoria avenue, Westboro, with the commission as soon as possible, and that a new station should be in operation by December 1st with passenger, freight, express and telegraph privileges.

Mr. J. E. Caldwell was solicitor for the Township of Nepean.

27/09/1920

Ottawa Citizen

Chalk River

Castleford

SERIOUSLY INJURED IN TRAIN WRECK

RENFREW. Sept 27. As the result of a freight train becoming derailed at Castleford, near this town, yesterday morning, Harvey saddler, a brakeman, is in hospital here in a critical condition. He received internal injuries and is in a paralyzed condition. Dr. H. S. Murphy, who is in attendance, states hat his in juries are not likely to prove fatal.

The wreck is attributed to tne breaking of a wheel on a car loaded with pulp. The train crew was Engineer Terry, Brakemen Harvey Saddler, Howard Saddler and Cushman, and Conductor Edmunds.

27/09/1920

Ottawa Journal

Carleton Place

Westboro

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29/09/1920

Ottawa Journal

Chalk River

Castleford

INQUEST INTO DEATH OF CONDUCTOR SADDLER

The body of Mr. Harvey Saddler of Carleton Place employed a a conductor by. the C.P.R., who died yesterday afternoon In St. Luke's Hoapital from injuriea which he received two days previous in a freight trlnn derailment near Castleford. Ont.. Was shippe this morning to his home in Carleton Place, where the funeral is to he held.

he deceased sustained Injuries to the extent of a broken neck and a fractured spine In a curious mishap. He waa in the van of his train when four of the box cars jumped the track. The van remained on the rails but Mr. Saddler was thrown against the wall of the car with terrific force. He was knocked unconscious and was later picked up by other members of the train crew. He waa at first taken to the hospital In Renfrew, but was brought lanter to.Otawa.

An Inquest into his death, ordered by Coroner Craig, waa opened last evening at Woodburn's undertaking parlors. The inqniry was adjourned until Monday night at the Police Station.

The deceased, who was 43 years of age. was born at Pakenham. He waa employed by the C. P. R. during the last 15 years, and he was particularly popular with his train mates he is survived by his widow, one son, Howard; two brothers, Stanley and Charles, residing at Appleton. and one sister, residing at Carp.

29/09/1920

Ottawa Citizen

Alexandria

Cedarview Road

COACHES LEAVE RAILS AS TRAIN PULLS OUT

Peculiar Mishap to Vancouver-Montreal Express at Union Station.

The C.P.R. train from Vancouver to Montreal and pulling out of Ottawa at 7 o'clock standard time, was held up for about 45 minutes this morning as the result of the derailment of the two end cars.. The train had just left the station and was immediately under the Laurier avenue bridge when the two rear cars jumped the rails and travelled in that manner for about fifty feet before the train could be stopped.

Fortunately the train had not yet gathered speed. As soon as Engineer Geo. Gorman, this city, saw the situation he applied the brakes and the train stopped before any damage occurred. There was quite a number of passengers on the two cars which left the rails. The passengers included a number of women and children, but all remained quiet until a transfer from the two cars to the other coaches could be effected after which the train proceeded on its way.

The cause of the derailment has not yet been discovered, though investigations are being carried on. Investigation is made more difficult since the "jump" occurred immediately where the C.P.R. and the G.T.R. change ownership of the track.

**KINBURN WOMAN AND SON INJURED BUGGY HIT BY G. T. R. TRAIN**

Mrs. Walter Acres and Howard Acres Badly Hurt, While Horse Was Instantly Killed.

As a result of the Ottawa-Pembroke G.T.R. local colliding on Tuesday morning with a buggy in which they were driving at Kinburn, Mrs. Walter Acres, of that village, and her four-year-old son, Howard, received injuries which may prove fatal. If they survive the accident their escape will be veritably miraculous.

Mrs. Acres' injuries consist of a fractured hip and internal injuries, while the boy is suffering from severe injuries to his head. Both are suffering very much from shock and the next twenty-four hours will tell whether they will live.

The horse was instantly killed, while the buggy was completely wrecked. It is believed that Mrs. Acres, who was driving up to the village to do some shopping, did not see the train until it was almost upon her, and that she attempted to get across the track before it reached them. The crossing is not considered at all dangerous, there being a clear vision on both sides. Both the mother and boy-were thrown some distance by the impact.

Mrs. Acres is the wife of one of the prominent farmers of Kinburn, near Arnprior. Dr. Hyndman, who is attending them, states that it will take another twenty-four hours to ascertain the real seriousness of their injuries. There is a possibility of the boy's skull being fractured and as soon as the swelling subsides a little Dr. Hyndman will make a careful examination.

The accident occurred about 9.40 a.m. on Tuesday and it is thought that the horse was hit squarely by the engine and the buggy thrown sideways.

Likely to Recover.

The condition of Mrs. Walter Acres, of Kinburn, and that of her four-year-old son Howard, who while riding in a buggy on Tuesday morning were struck by the Ottawa-Pem broke G.T.R. train and seriously injured, was reported this morning by their physician. Dr. A. B. Hyndman, of Carp, to be slightly improved. The injuries are not as serious. as at first! reported and hope is held out for the ultimate recovery of both.

**HENRY SADDLER IS DEAD OF INJURIES**

Carleton Place Man Was Fatally Injured While Riding on G.T.R. [sic] Freight.

As a result of injuries he received in a derailment of part of a C.P.R. freight train near Castleford, Ont., not far from Renfrew, on Sunday, Harvey Saddler of Carleton Place died yesterday afternoon in St Luke s hospital. Following the accident he was brought to a Renfrew hospital and from there to St. Luke's here. His injuries were of such a nature that his recovery was almost impossible.

From what could be learned of the accident. Saddler was seated in the van at the rear of the train, and four freight cars jumped the track. This gave the rest of the train a severe jolt and the van along with it. Saddler was thrown from one end of the van to the other, and crashed head first against the wall with terrific force.

When picked up he was found to be suffering from injuries to his head, a broken neck and a fracture of the spine.

The body was removed to Wood-burn's undertaking parlors, where Coroner Craig opened an inquest last night. After viewing the remains and impanelling a jury the coroner adjourned the inquest till Monday night at the police station.

The late Mr. Saddler was 43 years of age and was born at Pakenham, Ont. For about the last 16 years he had been in the employ of the C.P.R. and was one of the company's most trustworthy employes. Besides his widow he is survived by one son, Howard, and two brothers, Stanley and Charles, residing at Appleton, Ont, and one 6ister. residing at Carp.

Fatal accident  
(The Hawkesbury Echo)

On Saturday morning last,Telesphore Belle Isle and Bill Sauve left Hawkesbury to spend the day in Grenville. At 7o'clock that night they were returning home on the C.N.R. bridge, and when nearing this end of the trestle they heard the passenger train coming in. It was dark. Believing they had reached that part of the track where therer is an embankment filled in with sand, they left the track and jumped 60 feet below, landing on a pile of stones.

Both lay their unconscious for an hour. Then Sauve came to and gave the alarm.

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Belli Isle died, Sauve recovered

The application of the C.N.R. Co. for approval of renewal of a bridge over Sinclair Street in Hawkesbury came up for hearing before the Railway Board on Tuesday. The town opposed the application on the ground that the steet would be too narrow. After considering the facts submitted, the company won its point. The Board was of the opinion that the proposed plans meet all the public requirements of the town. Who represented the town before the board? We believe there was no one.

The management of the Grand Trunk Railway has forwarded a message to all station staffs and track forces of the railway expressing appreciation of their efforts in caring for the flower beds around stations and tool houses during the past season. A large number of station and surroundings have been beautified under the direction of the company's head gardener William Glass and the employees have taken the greatest interest in maintaining this work.

Ford Struck by Train.

BROCKVILLE. Nov. 12 When the Ford car, owned by Albert Donovan, Mallorytown. was struck at the public crossing, east of that station yesterday afternoon by Grand Trunk express train No. nine, westbound, Nathan Fodey, aged 25, of Lansdowne, the other passenger in the car, received slight scalp wounds and Donovan himself, aged 22, was also slightly hurt. The car was badly damaged.

**SECTION MAN HIT BV A C.N.R. TRAIN**

Fred Nedon, Fitzroy Harbor, a section man in the employe of the C. N. R., was. brought to St. Luke's hospital yesterday afternoon. He was struck by a train near Rideau Junction and escaped with only severe bruises on his head. Woodburn's ambulance was called and he was taken to St. Luke's hospital, where last night his condition was not considered series.

(8 days before Westboro in Westboro should have opened by Board Order)

Mr. J. R. Savage, general superintendent of the C.P.R. Ottawa District, and Mr. J. E. Beatty, district engineer, had a conference with the Board of Control this morning regarding the Railway Commission order to the railway to open a station at Westboro.

The C.P.R. already has a station at the corner of Parkdale Avenue and Scott Street which the controllers want the Company to keep open.

No decision was reached.

**DERAILED ENGINE KEPT TRAINS LATE**

The derailment of an engine hauling a special passenger train just before 11 o'clock this morning caused a tie-up of train traffic into the city.

The accident took place at Hurdman station, a couple of miles from the Union station, and is supposed to have been caused by an open switch, although C. P. R. officials were absolutely silent on the matter and declared they knew nothing of the accident.

Passenger trains into Ottawa were delayed. The Grand Trunk train from New England, due here at 11.43, and the C. P. R. from Montreal, due at 11.55. tferc both held up for an hour and a half, but at 1.45 it was reported that the line was clear and that passengers on the two trains mentioned had reached the city. No one was hurt,

04/12/1920 *Ottawa Journal**Montreal and Ottawa*

Railway buys 300 acres of land east of Ottawa.

Understood CPR plans to erect round house and establish yards.

Broad street yards to be practically abandoned.

One of the largest dents in suburban property that has taken place around Ottawa in years was finally settled recently when several farmers in the vicinity of Cyrville sold 300 acres of farming land to the Canadian Pacific Railway. The amount involved is over \$30,000, prices paid ranging from \$50 up to \$200 per acre, depending on the quality and locality.

The sale means the settlement of a question that has caused speculation among real estate dealers in the city for some years - the location of the C.P.R. round house and sheds. The railway company will shortly commence the erection of round houses, sheds and repair shops for this district on the new site, which will, no doubt, involve the additional expenditure of several thousands of dollars and mean work for several hundred men next year. All work of this nature, and buying of property is done through the head office of the Company in Montreal, so that details of the construction are not known here.

Takes in several farms.

Since the C.P.R. discontinued using the old Broad street station it has been handicapped on account of the situation of its yards in relation to the Union Station.

Each C.P.R. train that entered Central station from any direction was forced to proceed by way of the Interprovincial bridge to Hull and back over the Upper Chaudiere bridge to the Broad street yards. Most of the trains were made up in those yards and brought to Union Station.

The newly acquired property commences about half a mile beyond the city limits and takes in part of Bannermount and part of the village of Cyrville.

Hurdman's road runs through the property as does the present main line of the C.P.R. to Montreal. The property takes in several former farms and small holdings.

The farm of Mr. Bernard Slattery on Hurdman's road, consting of 48 1-2 acres, is the largest farm sold. Another large property is the 41 acre farm of Mr. John Ruenan. The rest of the property is made up of small parcels.

To end smoke nuisance.

The smoke nuisance from the Broad street yards, which had been a source of complaint lately on the part of city officials and residents in the vicinity, is understood to have been one of the primary causes for the C.P.R. removing their shops beyond the city limits. The fact that the yards are to be taken out of the city will mean a bug loss in taxes and the number of workmen who will in time move in the direction in which the shops are located will be large.

The big Broad street yards, it is understood, will not be used so extensively after the new plant is erected and yards ready.

09/12/1920 *Chesterville Record**New York Central**Crysler*

As a result of the death of Mr. J.A.M. McQuaig, superintendent of the NYC Railroad for many years which occurred in Ottawa on November 20th, all employees of the road were called to attend a solemn funeral service at his late residence on Monday evening November 22nd at 7.30 o'clock. A special train left Ottawa the same evening conveying the men to their respective posts along the line to Tupper Lake. A man of sterling worth has passed away.

18/12/1920 *Brockville Recorder**Montreal and Ottawa**Cyrville*

CPR Buys Land for New Layout Near the CapitalFarmers in the vicinity of Cyrille, half a mile from the Ottawa city limits, have sold 300 acres of farming land to the CPR. The amount involved is over \$30,000, prices paid ranging from \$550 up to \$200 per acre. The railway company will shortly commence the erection of round houses, sheds and repair shops for the Ottawa district on the new site, which will no doubt involve the additional expenditure of many thousands of dollars and much work for several hundred men next year. All work of this nature and buying of property is done through the head office of the company in Montreal. The movement of the CPR shops outside the Ottawa city limits is said to have been prompted by the determined protests registered by the city against the smoke nuisance at the former round house located at Mechanicsville, west of the old Broad Street station, and the consequence is that the city will lose the taxation returns which it formerly enjoyed. The location of the shops, yards, and round house in the east end of the city will also concentrate the handling of trains by the CPR at Ottawa, as the passenger terminal has been for some time past at the Central station and the freight yards in the west end. All will not be coordinated, but the new layout will probably involve the employment of a transfer engine to take employees to and from work.

31/12/1920 *Eastern Ontario Review**Alexandria*

Such is the volume of freight traffic up the main line of the G.T.R at present phenomenal for this season that the motive department is very busy keeping engines in trim for service. Practically all engineers and firemen in the employ of the road are now in regular service.