

Local Railway Items from Area Papers - 1922

16/01/1922 Ottawa Journal

Hull Electric

Ottawa

Fire destroys the Hull Electric Railway waiting room under the Chateau Laurier causing \$1,500 in damage. Firemen had an awful time getting their hoses down to the shelter.

21/01/1922 Ottawa Journal

Prescott

The Prescott passenger train heading to Ottawa, #563, hits a broken rail at Ellwood (in brackets, it noted that this place was formerly called Chaudiere Junction), killing the engineer and injuring 31 passengers. There were 175 people on the train, and one reason was that both the Smiths Falls and Perth hockey teams were on the train as there was a big hockey game in Ottawa that evening (this was a Saturday evening, derailment at 1615). The locomotive fell down a 15 foot embankment, which is possibly near today's Greenboro transit station. There were 8 columns of print on this mishap, but damage was light; they said that the locomotive suffered about \$1,000 damage, and the passenger cars total damage would run to \$10,000.

ENGINEER DEAD, SCORE HURT IN WRECK ON C.P.R.

Local on Way from Prescott to Ottawa Derailed With Fatal Results

ENGINE AND FOUR CARS DITCHED NEARING CITY.

One man, Engineer Holland Edward White, of Prescott, was killed and 21 persons were injured, many only slightly, when the C.P.R. Prescott to Ottawa local was derailed near Ellwood, five miles south of Ottawa, at 4.35 Saturday afternoon. The engine, tender, baggage and mail cars and two passenger coaches plunged down a 15 foot embankment and Engineer White died with his hand on the throttle. Six people were among the injured. A defective rail caused the wreck.

The following are among the casualties

Details omitted

Broken rail the cause

A broken rail caused the wreck of the train according to an official statement issued by Divisional Superintendent H.B. Spencer of the local office C.P.R. last night. The statement was issued after a thorough investigation of the scene of the accident. Mr. A. Price, General Manager of Eastern Lines, who along with some assistants left Montreal on the first train after receipt of the news of the accident and arrived in Ottawa at 11.15 Saturday night. They left at once on a special car and made a thorough examination into the wreck.

Official statement

The statement follows:

"At 4.35 p.m. Saturday, January 21, C.P.R. train Number 553 Prescott to Ottawa, was derailed about five miles south of Ottawa. The train consisted of engine, mail and express baggage car and three coaches. The train was in charge of Engineer H. White and Conductor John Young. The engine turned over and Engineer White was killed. Fireman George Elliyo and Dominion Express employee Arthur Naud were slightly injured. There were also six passengers who were taken to the St. Lukes and Water Street hospitals. They were all reported on Sunday as doing well their injuries not being of a serious nature. Several other passengers were injured but did not require hospital treatment. Relief train with doctors and nurses was immediately despatched from Ottawa and passengers were soon brought in. Mr. A. Price, General Manager of Eastern Lines, immediately proceeded to the scene of the accident from Montreal and thorough investigation shows that a broken rail was the cause of the accident."

Mr. Price Discusses Causes

Mr. Alfred Price, General Manager, Canadian Pacific Railway, eastern lines, Montreal accompanied by Mr. J.E. Armstrong, assistant chief engineer and Mr. A.N. MacKenzie, maintenance of way engineer, arrived in Ottawa from Montreal at 11.15 Saturday night and at once proceeded to the scene of the wreck. After investigation Mr. Price gave out the following statement to The Journal.

"The cause of the wreck could not be ascertained until daylight when we found that a hidden defect in one rail had caused it to break under pressure. The engine was the first to leave the rails and travelled some distance on the hard smooth roadbed before it toppled over into the ditch.

"The train could not have been travelling at a high rate of speed as it was too close to a switch and to Ellwood station. It was going at about 25 miles per hour. The equipment is not badly damaged. All of the working parts of the engine are in order which removed any possibility of the accident having been caused from this quarter. There was no evidence of a spread of rails having caused the accident.

"We will attribute the wreck to one of those unaccountable defects for which we can blame nobody and which we are unable to explain in an altogether satisfactory manner. Cold weather often has a bad effect on steel and causes it to become very brittle."

The Heroic Engineer

"Jump for your life," cried Engineer White to Fireman Elliott as he felt his engine wheels leave the track about a quarter of a mile south of Ellwood (formerly Chaudiere) Junction. Elliott leaped from his cab and fell bruised in the ditch on the left hand side of the embankment. White applied the brakes. The engine bumped along the ties pulling the rest of the train consisting of the mail and baggage cars and a second and two first class cars as they swayed along the ties for 500 feet. Then the engine and tender veered to the right, plunged down the steep 15 foot embankment. With a hiss of escaping steam it turned a somersault and imprisoned the faithful engineer in his cab. He was instantly killed.

The baggage car followed the engine and fell on the side while the mail coach shoved its nose in the ditch but stood up. The two rear first class coaches in the meanwhile lurched over on the left hand side of the embankment and toppled on their sides. The second class coach and smoker which came immediately behind the mail coach did not leave the roadbed.

Although there were 175 passengers on board, it is marvellous that only 21 were injured and most of these but slightly.

That the second class coach didn't follow other coaches in their headlong fall into the ditch is due to the quick action of brakeman John Riordan.

Brakeman saves One car

He was in the vestibule of the second class coach when he felt the wheels on the ties. He immediately applied the brakes. This quick action, no doubt, saved many lives, as there were 80 passengers in this coach.

The accident occurred with such suddenness that few passengers realized their great danger. The train was going between 25 and 30 miles an hour. The passengers were a jolly crowd, many coming here on a visit and others homeward bound. The tall spires of the city churches and towers of Parliament Buildings shining in the late afternoon sun were a welcome sight to the passengers on that high ground as they prepared to put on their wraps and get their grips ready when the wreck occurred.

On the train were Sister Mary Clement, Mother General of the House of Providence, Kingston and Sister Mary Charles, also of Kingston, coming to Ottawa to attend the funeral on Tuesday of Archbishop Gauthier.

The news spread quickly throughout the city, and when the special relief train brought in the injured and other passengers at 7 o'clock there was an enormous crowd of anxious watchers and friends at Union Station.

Holland Edward White, the brave engineer who lost his life with his hand on the throttle, was 47 years old. He leaves a wife and seven children, the oldest of whom is 18 and the youngests four, at his home in Prescott, where he had gone from here a year and a half ago. He was affectionately known as "Holly" among his fellow workers. He was a member of the I.O.O.F. and the B. of L.E. His father-in-law is Mr. Alex Roger, a retired engineer of Westboro.

Came Suddenly

The derailment came with such suddenness that no one had a clear recollection of what had happened. The train was travelling about 30 miles an hour about half a mile south of Ellwood station. A horrifying scraping and grinding of metal parts was the first warning the passengers had. Then came a nerve-racking bumping, followed immediately by the coaches being toppled into the ditches on either side of the track. For several minutes there was a confusing tangle of passengers. Those sitting on the right side of the coaches were hurled to the opposite side and on the came a shower of hand baggage, parcels, seat cushions and debris of the coaches. For a brief period following the derailment there was a stillness that was most depressing to those who had fortunately been in the smoking car which did not leave the sleepers. Suddenly the air was pierced by a woman's cry, which was followed, in rapid succession by many others.

The rescue work was soon commenced and the train crew was augmented by many men, including members of the Perth hockey team. The women and children were extricated first and then the male passengers were taken out. Brakeman Riordan ran to Ellwood, where he reported the accident and was advised that a rescue train would be made up and sent to the scene with the utmost despatch. Within an hour all the passengers had received medical assistance and had been placed in the relief train.

The scene at the wreck was terrible. Nearly 500 feet of track had been torn up and the marks of the wheels on the snow covered ties were quite plain. At first it had been thought that a spread of rail was the cause of the disaster. Close examination brought out the fact that the wreck was due to a defective rail.

Superintendent Spencer, who was early on the scene, made an investigation soon after arrival. Owing to darkness no positive conclusion could be reached, but the officials at that time were more concerned over comfort of the passengers.

30 Miles an Hour

As far as could be ascertained, the local was travelling at from 25 to 30 miles an hour, and as the train was on time, there was no need for exceeding the normal rate of speed. The part of the rail that was defective could be seen Saturday night. The pressure of weight from the heavy engine apparently caused it to

"buckle" and derail the engine and five cars. The train dashed along the ties for about 300 feet until it stopped, when the engine left the tracks and stopped at the bottom of the embankment turned upside down. The baggage car, immediately behind the tender, followed into the ditch, landing on one side. The front end of the mail car became foul of the rear of the baggage car, but did not fall on one side. The smoker remained on the ties, and the occupants, although somewhat shaken up, rushed out of the coach.

The two first class coaches at the rear lurched to the opposite side of the track and toppled down the 15-foot embankment coming to a stop in the ditch. The smoking car was on a high culvert and, if it had been precipitated to either side there would have been a perpendicular drop of at least 15 feet to a small creek. There would probably have been a heavy casualty list as this coach had about 80 passengers in it.

The scene at night when the wrecking crew was busy clearing the line was memorable. The damaged area was brightly lighted by white, red and greenish colored flares. On the left, as one faced Ottawa, two heavy coaches were resting on one side. The windows had been smashed in and the doors wrenched from their hinges. On the right the mail and baggage cars were also in the ditch, and immediately ahead was the overturned engine and tender. The only part of the locomotive visible from the tracks were the wheels, while the cab, smokestack and other parts on the top of the engine were buried in the ditch. As soon as possible trainmen attacked the buried cab and tenderly took out the body of their fellow-workman, Engineer White, who had died while faithfully performing his duties.

Died a Hero

Engineer White died a hero. When the defective rail broke under the weight of the engine, Mr. White sensed the danger and immediately endeavoured to stop the train and save the lives of the passengers. At the same time he shouted to his companion, Fireman George Elliott, of Prescott, "Jump for your life". Elliott followed his superior's instructions and saved his life. The engineer remained in the cab and when the heavy locomotive somersaulted down the incline, he was imprisoned at his post. The escaping live coal and steam instantly killed the heroic engineer.

While all the members of the crew did everything humanly possible to avert the disaster, the efforts of brakeman John Riordon, of Prescott were an outstanding value. He happened to be in the vestibule of the second class smoking coach when he felt the shock of the derailment. Riordon jammed on the emergency brakes and rapid action caused the second class coach to stay upright.

The train is officially known as No. 553 and makes a round trip from Prescott to Ottawa daily. At Bedell, many passengers from Montreal and Toronto trains. Who were on route to Ottawa, were taken on.

Hockey Teams Aboard

The Smiths Falls and Perth hockey teams, which were scheduled to play Victorias and Munitions, respectively in the Rideau group at the Rideau rink Saturday night, were on the train. The Perth hockeyists went into the smoker, but the Smiths Falls team would not join their rivals and entered a first class coach. The medicine town youths, although shaken up, were able to fill their engagement at the rink, but the Smiths Falls team was crippled through injured received by Charlebois and naud, their regular defence players. The latter is an employee of the Dominion Express Company.

The wrecking crews from Ottawa and Smiths Falls worked from both ends of the wreck. The track was repaired and two coaches had been raised at 8 o'clock Sunday morning. The heavy snowstorm was a serious handicap, and Superintendent Spencer decided to halt operations until this morning. The baggage cars and engine will be raised to the tracks sometime today, but ordinary traffic was given the right of way.

Relief Train

Within the remarkably short period of 32 minutes after word was received in Ottawa of the wreck, Mr. H.B. Spencer, divisional superintendent of the C.P.R. in Ottawa, was on the scene with relief train and a staff of doctors and nurses. Owing to the somewhat isolated location of the wreck it was not until 5.07 that Mr. Spencer, who was at his house, was notified.

Realizing at once the necessity of quick action Mr. Spencer phoned Broad street yard officials to have his private car and a relief train ready within 15 minutes and then took a taxi to the station. Doctors J.F. Kidd, H.B. Moffat, W.E. Cavan and D.T. Smith were communicated with and told to come at once to the C.P.R. Broad street yard and bring a nurse.

Mr. Spencer was ready to pull out at 5.30 but was forced to wait five minutes for the medical men to arrive. The relief train in charge of Conductor J. Crawford and Engineer H. Matthews, pulled out at 5.35 on its errand of mercy and, travelling at 45 miles an hour, the whole party reached the scene of the wreck at 5.45, exactly 3 1/2 minutes after the news reached Mr. Spencer.

The doctors and nurse at once commenced work among the injured and for almost an hour they were busy applying bandages and helping the wounded. Those who were injured had been gathered in the second class coach which remained upright. Stretchers and large quantities of medical supplies and warm blankets formed part of the equipment of Mr. Spencer's private car and everything possible was done to ease the suffering of the other passengers.

After everything possible had been done for the wounded they were transferred on stretchers to the relief train and with the uninjured passengers were brought into Union Station where nurses and ambulances were ready. The relief train arrived in Ottawa just two hours after the schedule time for the Prescott train. It was composed of three coaches and a baggage car.

Working All Night

Mr. Spencer's private car remained on a siding all night and was the temporary headquarters for all work. A wire was at once strung and within an hour of his arrival Mr. Spencer was in communication with President Beatty of the C.P.R. in Montreal, and gave him a private report on the wreck. Instructions were then given for a wrecking train to proceed from Smiths Falls so that all night long huge wrecking trains were at work north and south of the wreck removing debris and clearing the right-of-way. Two cars were rerailed.

An auxiliary train from Ottawa also left about six o'clock, in charge of Conductor J. Kelley and Engineer Geo. Dupuis.

"Our first care was for the injured and not until we had taken care of them did we commence the work of salvaging the property and clearing the track," said an official of the C.P.R.

There was very little confusion as the result of the wreck, and only two trains were delayed behind schedule time in their arrivals and departures from Ottawa. One was the incoming train from Toronto, due at 9.30 and which was 25 minutes late, and the other was the Prescott local which leaves Ottawa at 5.25 but which was detained to 8.00 o'clock

News of the wreck reached St. Luke's Hospital at 5.35, and steps were immediately taken to accommodate the cases. Mr. Fred Taylor, the superintendent, kept the whole day staff to handle the sufferers, not knowing whether there would be a few or a hundred. Although the hospital was already full of patients, the authorities were ready to put a number of cots in the hallways for the slightly injured cases, and if necessary, to move out minor cases of illness. Drs. J.F. Kidd, H.B. Moffat and W.E. Craven. Who had gone to the scene of the accident accompanied the first patients to the hospital.

At 7.30 the first accident cases began arriving in Wodburn's and Burney's ambulances. For a while the scene reminded the overseas nurses in the hospital of war hospital days when strings of ambulances delivered their freight of human wreckage after a big "drive". Everyone at the hospital was ready for the cases, and the seriously injured were packed in beds. The minor cases were taken straight to the X-ray room, where plates were made of their injuries, and then they were allowed to go to their respective destinations after first aid had been administered. By 10.30 the injuries of every person who had been brought to the hospital had been examined. The X-ray room staff worked nearly all night developing plates.

As news of the accident spread through the city, hundreds of enquiries were received at the hospital. Relatives and friends of the injured were given free access to the hospital and every assistance was given them to converse with the injured patients. The efficient manner in which the hospital authorities handled the cases drew many favorable comments both from patients and their friends,

J.M. Flett, of Perth, secretary of the Rideau Hockey league, received slight injuries to his right hip, and after treatment at St. Luke's Hospital was able to attend the game between Perth and Munitions. To a Journal reporter he said that the accident was so sudden that no one knew where he was for a moment. He was seated in one of the rear coaches talking to two of his fellow hockey fans when the accident happened. First there were a few bumps, apparently caused by the coach riding the ties, then the coach lurched to the left and fell on its side. He was thrown violently against the forward seat and about six other passengers fell on top of him.

Everything quiet

One of the facts that impressed him most forcibly was the death-like stillness which followed. Everything was so quiet you could almost hear a pin drop in the coach, he said. The sound of escaping steam from the engine could be plainly heard. The tension was relieved when a woman cried out. Then cries, groans and

shouts filled the air.

The hockey players and fans who were in the second-class coach and smoker, which remained on the embankment, and who were not injured went to the rescue of their less fortunate brother passengers.

More on p 15

03/02/1922 *Ottawa Journal* *Ottawa Electric*

The St. Francis ratepayers association sent a petition to the Ottawa Board of Control to try to get the Ottawa Electric Railway to construct a new track, cutting off from the Somerset line at Bayswater, heading north along Bayview Road to Scott Street, and west to Westboro station along the CPR right-of-way. This petition never went anywhere.

However, this is the first note indicating that Westboro station exists.

08/02/1922 *Ottawa Journal* *Prescott* *Ellwood*

JURY UNABLE TO FIND CAUSE OF DERAILMENT

That engineer Holley E. White came to his death through scalding by live steam when train No. 553 of the C.P.R. was derailed near Ellwood. on January 24. was the finding of the jury last night. "We are unable to discover the cause of the derailment," was added to the verdict.

Chief among the witnesses was fireman. Geo. Elliott, of Prescott. He stated he was thrown out of the engine cab by the lurching of the train. The engine was running along about 30 miles an hour. Previous to this about half a mile before Ellwood Engineer White tried his brake and found them all right. The first indication he had that something was wrong was the jolting of the engine on the ties. He had no theory as to the cause of the derailment.

Other witnesses examined included, Samuel Jeffrey, 86 Preston street, the roadmaster, and Harold Amy, 478 Gilmour street, the divisional master mechanic, both of whom testified to the condition of the road and the engine.

Dr. J. H. Kidd, who examined the engineer, said he came to his death, from scalding.

15/03/1922 *Ottawa Journal* *Prescott*

A 2 column story about the planned Wellington Street viaduct.

The City of Ottawa wants Toronto/Ontario Government to authorize Ottawa raising \$100,000 to pay for its share of the Wellington Street viaduct. Both Canadian Pacific and Grand Trunk say that this is a useless expense, and there is no need for a bridge at Wellington Street. (Of course, they don't want to pay their share!!)

21/04/1922 *Ottawa Journal* *Carleton Place* *Britannia*

A washout of the CPR Carleton Place Subdivision occurred several hundred feet west of Britannia, due to the high spring runoff causing the Ottawa River to overflow its banks. All trains from Smiths Falls/Brockville and Western Canada were detoured via Bedell. On page 6, a similar story was printed, but the last sentence said "The villages of Ashton and Stittsville are now isolated!!" This lasted for a couple of days.

05/05/1922 *Ottawa Journal* *Prescott* *Bowesville Road*

Further to our notes regarding that bridge over Bowesville Road, now Riverside Drive, under which today's O-Train runs. It was an article of several paragraphs, but the gist of the article was: A new timber trestle is to be constructed at the Bowesville Road where the tracks cross the Prescott Subdivision. Several car crashes have occurred on the current structure due to the curve that the bridge roadway is on, an old winding bridge is there now.

21/05/1922 *Ottawa Journal* *Renfrew*

#52 from Depot Harbour had a broken axle on the coach just as it was coming into the Bank Street yards. The coach was set off on the main line to await repairs, and the passengers resumed their short journey into Bank Street in the baggage car.

22/05/1922 *Ottawa Journal* *Smiths Falls*

CNR inaugurates a 'Stag' sleeping car on its overnight Ottawa-Toronto trains via Napanee.

This was added as the male passengers were complaining that the women's restrooms were often occupied by females for an extended period of time in the morning, meaning that the men had only one lavatory at the other end of the car, and there was often a waiting line to get in, resulting in people alighting from the overnight train at Toronto at a very late hour. And this hampered switching operations at Toronto Union as well. Now this extra sleeping car would have both ends of the car in use by only the male occupants of this 'stag' car.

11/07/1922 *Ottawa Journal* *Alexandria* *Bowesville Road*

CAUSE OF WRECK. Investigation this morning showed that the derailment of two Canadian National Railway freight cars near the Bowesville Road crossing at 1.11 last evening was caused by a brake fitting becoming loose and catching in the cattle guards. The cars were replaced on the rails later in the evening and taken to the Ottawa yards.

18/08/1922 *Eganville Leader* *Eganville* *Eganville*

Reduced Train Service

After this week the C.P.R. train service between Eganville and Renfrew will be reduced. The noon train will be taken off, leaving the morning and evening trains running on the same time schedule. The shortage of coal is the reason given by the company for the new arrangement.

24/08/1922 *Ottawa Journal* *Renfrew* *Eganville*

TRAIN LEAVES TRACK DELAYING PASSENGERS

Freight Derailment West Eganville.

A derailed truck of one of the cars of a western freight train a few miles west of Eganville, is holding up the local G.T.R. passenger train between Pembroke and Ottawa. At two o'clock the train was four hours late in reaching- reaching Ottawa and the obstruction had not yet been removed. The Pembroke train is due in Union Station at 11.35 and may not arrive until five or six o'clock. The derailment is not serious.

TWO NOW DEAD RESULT HULL CROSSING

"Double headed" Engine Collides With Truck Containing Five Hull Lads, and A. Bertrand, Chauffeur.

CONDITION TWO INJURED CONSIDERED DANGEROUS

Lucien Ouellette. Aged 12 Years, is Killed Instantly and younger Brother Dies Today.

Another victim of the fatal train and automobile collision which occurred at St. Florent street railway crossing, Hull, Thursday afternoon when one boy was killed outright and five others seriously injured, died at the Sacred Heart Hospital at six o'clock this morning. He was Hector Ouellette, aged 10. brother of Lucien Ouellette aged 12. The latter was instantly killed and his body terribly mangled when the train crashed into the car

Condition Dangerous

Of the four other occupants of the motor truck when the crash occurred, two, Maurice Bertrand and Alpee Bertrand, the latter the driver of the truck, were declared by the authorities at Sacred Heart Hospital this afternoon to be in a very dangerous condition, both suffering acute pain, with lapses into unconsciousness. Leopold Goulet, another victim, was stated to be resting easily with every possibility of recovery, the sixth occupant of the truck, was declared to be the one who had escaped with the least injury.

Non-railway details omitted

The accident occurred about five o'clock yesterday afternoon, when the automobile truck with its six passengers, and driven by Alpee Bertrand, was struck by C.P.R. engine number 2022 as the car was crossing the tracks at St. Florent street, two blocks south of Hull station. It was stated that the train was travelling slowly and that it whistled, but that Alpee Bertrand did not hear it until too late!

Carried 300 feet

When the truck was hit, it was carried for nearly 300 feet and most of the occupants were thrown out on both sides of the track. Thirteen-year-old Lucien Ouelette, who was sitting in the centre of the truck, was killed instantly and his body which was dragged for over 100 feet, was completely severed in seven pieces. The injured, except for young Royal Belanger, who was carried to his home nearby, were taken to Sacred Heart Hospital.

Alpee Belanger, of 57 Frontenac street, Hull, aged 29, was taking the truck out for a trial spin. He picked up his young brother and sister, Maurice, and Jeanette, also the two Ouelette boys, living nearby and Leopold Goulet and Royal Belanger, who were playing in the neighbourhood. The two Bertrand boys occupied the seat while young Belanger and Hector Ouelette were sitting with their feet dangling over the rear of the truck. Goulet was standing on the running board and Lucien Ouelette was sitting on the floor in the centre of the car.

Just as the truck was crossing the railway tracks on St. Laurent street, C.P.R. engine 2033 with engine number 504 attached, which had been hidden by trees, appeared almost on top of them. The driver of the truck, Alpee Bertrand, swerved to the right to clear the tracks. In doing so it is thought he ran off the graded crossing, and his wheels locked in the tracks. No one had time to jump before the engines, which were only travelling at 10 miles an hour, hit the truck squarely in the middle.

Non railway details omitted

According to eye witnesses of the accident, two large trees in Mr. Maurice's property deadened the sound of the bell of the approaching train. The trains whistle was also deadened, apparently misleading the driver of the truck as the distance off of the approaching train. Mr. John Maurice, who was one of the first to assist the injured, stated that many near accidents had occurred at this crossing. Requests had been made for a level crossing but without avail. He had already pulled down a building on his property which concealed the approaching trains, but the trees still screened its approach from on-coming vehicles.

Allege Whistle Blown

According to C.P.R. officials. Engine 2022, in charge of Engineer Stan Stewart, and Engine 504 under Engineer Bottrell, were proceeding slowly. The bell was ringing and the whistle was blown at all three intersections, including St. Florent street. The accident caused the derailment of the tender of Engine Number 2022 and a wrecking crew was sent out from Ottawa.

The Brockville train was not delayed by the accident as engine number 2022 was replaced and the train detoured by way of Hurdman. Engine number 504 was held up for nearly 30 minutes before it could take out the Gatineau train.

Non railway details omitted

08/11/1922 *Ottawa Journal**Winchester**Smiths Falls***CONDUCTOR IS KILLED WHEN CAR DERAILED**

William Barnett Loses His Life in Smiths Falls Yard

SMITHS FALLS. Nov 8

William Barnett of Havelock a C.P.R. conductor, met with instant death in the west yard here today through the derailment of the van of his train.

The rear end of his train was struck by the locomotive of another train running slowly, and shoved a short distance ahead. When the slack came back the van was derailed and sent down an embankment. Conductor Barnett had just stepped into the van, thinking all danger over, when the van left the track and rolled down the hill. The ill-fated man leaves a wife and family at Havelock.

18/12/1922 *Ottawa Journal**Renfrew**Kinburn***Three Injured when Freight is Derailed**

Fireman Previously Injured painfully Burned in Accident

Fireman Robert A. Ellis of Renfrew, aged 23, had his right hand and wrist painfully burned and Conductor J.M. Drummey, 141 Eccles street and Brakeman H.J. Martin, 88 Bell street, were both bruised and cut when a Grand Trunk Railway freight train went off the tracks between Kinburn and Carp, Saturday midnight.

Ten cars with grain and the caboose went off the tracks into the ditch and the roadbed was torn up for a considerable distance. A broken wheel was the cause of the derailment. The injured men were brought to Ottawa Sunday morning at six o'clock. Ellis was taken to St. Luke's hospital, where Dr. F. W. McKinnon attended to him. The other injured men were able to proceed to their homes. While Mr. Ellis' home is in Renfrew, he has a room on Nicholas street.

Fireman Ellis had been unfortunate to slip off the icy step of the engine when the train was pulling out of Galetta a short time previous to the derailment. He injured his left back and hip and was incapacitated from further duty. He was taken to the caboose where he was lying down. When the caboose and the other cars left the track and fell on their side in the ditch, Ellis was shot forward against the stove and his right hand was pinned under the open mouth of the damper against the live coals.

Drummey and Martin were also thrown heavily to the floor when the car was upset. Drummey received injuries to his back and to the left shoulder blade and Martin to his left knee and ankle. Despite their injuries Drummey and Martin went to the assistance of their comrade, who was suffering excruciating pain with his hand pinned down by the stove, and released him. The freight engine was detached from the rest of the train and rushed the three injured men to Carp where they were attended to by Dr. W. G. Robertson an old schoolmate of Ellis.

As soon as news of the wreck was received in Ottawa, a relief train was despatched. The injured men were brought back to Ottawa and the repair gang started clearing the roadway. No passenger trains were operating yesterday, but a freight train following behind the wreck was held up for over 12 hours. The grain in the 10 derailed cars had to be transhipped into other cars. The wrecked train, which consisted of 33 freight cars and a caboose, had been made up at Madawaska, and was proceeding east from Depot Harbor with western grain.

Official report from the local headoffice of the railway last night stated that the line was repaired and cleared by 10 o'clock Sunday morning