

Local Railway Items from Area Papers - 1924

28/06/1924 Ottawa Journal Beachburg Norway Bay

CNR had a huge picnic for its Ottawa area employees at Norway Bay. First train was to leave Ottawa at 0800 with 14 cars handling 1200 people; then at 1230, there would be another train of 15 cars for 1700 people.

09/07/1924 Ottawa Journal Ottawa Electric Ottawa Car

A note that the new streetcars for the Ottawa Electric Railway being built by the Ottawa Car Company would be ready from the builder in time for the Central Canada Exhibition the following month.

21/07/1924 Ottawa Journal Waltham Deschenes

The nickel processing factory at Deschenes was closed today.

01/08/1924 Ottawa Journal Beachburg Pembroke

A note that the CNR's battery-operator passenger car running to Pembroke from Ottawa would now leave Ottawa at 740am instead of 710am, meaning only a 30 minute turnaround at Pembroke before returning to Ottawa .

29/08/1924 Eganville Leader Renfrew Caldwell

C.N.R. Station Burned

The C.N.R. station at Caldwell, eight miles east of Eganville, was burned yesterday afternoon, together with the freight shed. Most of the contents were saved. The fire started on the station platform, but had gained considerable headway before being discovered.

26/09/1924 Eganville Leader Chalk River Chalk River

Steals Ride On C.P.R. Speeder, Meets Express Head-on

Pembroke, Sept. 18. Compelled to jump for his life from a speeder stolen from the C.P.R. was the experience of Henry Meccamanine of Montreal, who is to appear before Chief Magistrate Stewart on Saturday, charged with placing an obstacle on the railroad track and endangering the lives of passengers.

Meccamanine was arrested at Chalk River. He was identified by his coat, which was removed from the cowcatcher of engine No. 8 when the flier arrived at Chalk River station, following a collision with a speeder.

Meccamanine, giving his address as Montreal, was walking east on the ties a distance above Chalk River, when he borrowed a speeder which belonged to a sectionman. He folded his coat for a cushion and was proceeding on his eastward journey. Suddenly he found himself head-on with the Trans Canada flier, which was rounding a curve, and jumped for his life. The speeder was smashed to kindling. In the crash the man's coat became entangled in the cowcatcher, from which it was removed at Chalk River on the arrival of the train there. Some time later the traveller walked into Chalk River station and claimed the coat, whereupon he was immediately arrested and brought to Pembroke where he is awaiting trial on Saturday.

CAUSE OF WRECK AT WOODLAWN

C. N. R. Engineer Gauvreau and Fireman Deevey, of Ottawa, Only Ones Injured.

ENGINE AND SEVEN CARS BUMP ALONG THE RAILS

Passengers On C N. R. Train for West Brought Back To Ottawa.

The engine, tender and express car of Canadian National Railway Montreal - Vancouver train No. 1, proceeding westward and passing through Ottawa at 1.35 o'clock this morning, were derailed and toppled into the ditch a short distance beyond Woodlawn, Ont., 28 miles west of Ottawa, at 2.45 a.m. A broken rail was the cause of the derailment. The engine crew consisting of Engineer Alexandre Gauvreau and Fireman Howard, Deevey, both of Ottawa, had a most fortunate escape from death. Engineer Gauvreau fractured both wrists, and Fireman Deevey was shaken up. Both jumped from the cab. None of the 125 passengers were injured. The accident occurred in the-Capreol division.

Crew Works Quickly.

The scene of the accident was one-half mile west of Woodlawn, and a few miles west of Fitzroy Harbor, and two miles south of the Ottawa river. Leaving Ottawa the train proceeded westerly by way of Rideau Junction. Beyond Fitzroy Harbor the line enters Quebec province, passes close to Norway Bay, and again enters Ontario over a bridge near Roche Fendue Rapids on the Ottawa river. Woodlawn is in Torbolton township at the extreme northwesterly point of Carleton County.

That the derailment was not attended by more serious consequences was due largely to the quick action of the engine crew.

Ran Along Ties

As soon as Engineer Gauvreau and Fireman Deevey noticed that something was going wrong, they quickly applied the emergency brakes. The engine, tender, express car and six coaches ran along the ties a distance of about 450 feet after jumping the track. Just as the engine was coming to stop, it toppled over along with the tender and express car. The coaches remained upright, while the sleeping cars did not leave the rails. Although the track was torn up for a distance of about five rail lengths many passengers were not even aware that an accident had occurred.

Brought Back to Ottawa.

Train No. 1, consisting of 12 coaches, was unable to proceed immediately on its journey. A special coach train sent out from Ottawa to the scene of the accident left Woodlawn at 9.53 a.m. for Union Station, with the sleeping, dining and observation cars in two (sic tow?). On reaching Ottawa, at 11 a.m., another engine, tender and express car were attached to the transcontinental train, a fresh engine crew placed in charge, and the train started on its journey, being re-routed via Renfrew subdivision and North Bay.

Fractured Two Arms.

Immediately on the arrival of the special train in Ottawa, Engineer Gauvreau was taken in a waiting ambulance to St. Luke's hospital. An X-Ray examination revealed that he had suffered a fracture of both arms near the wrists. Dr. George S. McCarthy, 110 Lisgar street, who is attending the injured man, said his wrists were much swollen.

It was at first thought that Engineer Gauvreau had only been slightly injured. He broke his wrists in landing heavily on the roadbed when he jumped from the engine cab just as the engine toppled over. Fireman Deevey, who also jumped at the last moment, slightly injured his right hand.

Crew Came From Ottawa.

The fact that the engine had been brought to an almost complete stop before it toppled over the embankment was responsible for the absence of casualties. The train was travelling at an average speed of about 33 miles an hour at the time of the derailment.

The other members of the train crew were Conductor Clifford Cook, of Ottawa; Brakemen A. McDonald, also of Ottawa, and J. O'Connell, 475 Nelson street, and Baggage man Robt C. Butler, 3 Dorothy Avenue. Baggage man Butler was not injured. They all proceeded west with the train when the journey was resumed. A wrecking and repair crew was quickly dispatched to the scene of the accident, and it was stated officially that the damaged road bed would be repaired and the torn rails replaced in time for regular traffic to be resumed over the road by four o'clock this afternoon.

The Official Report.

Mr. C. O. Bowker, General Manager Canadian National Railways issued the following statement from Regional headquarters this morning: "Train No. 1, operating between Montreal and Vancouver, was derailed at Woodlawn, a point 28 miles west of Ottawa, at 2.55 o'clock this morning. The engine and tender and seven cars left the rails. All remained upright with the exception of the engine and express car. The sleeping cars did not leave the rails. No passengers were hurt, and only two of the train crew were slightly hurt.

"Engineer Gauvreau and Fireman Deevey, of Ottawa, sustained slight bruises. The cause of the derailment was a broken rail. A special coach train was sent from Ottawa, and left Woodlawn at 9.55 this morning with the sleeping cars, diner and observation car and other coaches. returning to Ottawa terminal, where train was detoured via Renfrew sub-division and North Bay for the west".