

Local Railway Items from Area Papers - 1928

30/01/1928 *Ottawa Citizen*

Ottawa Electric

Injured as truck and streetcar collide.

Melville Harris, 214 Nepean street, had two teeth knocked out and his leg bruised when the Standard Bread Company's truck which he was driving was struck head on by a Gladstone avenue street car near Bronson avenue. The front of the truck was considerably damaged but the street car fared better. Mr. Harris was proceeding west on Gladstone avenue and when about one hundred yards from Bronson avenue the truck skidded to the south street railway track. Before he could get to his own side, his truck was hit head on by the street car which was travelling east. Mr. Harris declined medical assistance.

31/01/1928 *Reading Eagle*

Alexandria

Limoges

Welcomed as the representative of the youngest of the British Dominions, William T. Cosgrave, head of the Irish Free State, faced a light program today, his last at Canada's capital.

Seemingly none the worse for the derailment of his train yesterday, in which one man was killed, Mr. Cosgrave had only a luncheon engagement ahead of him before he entrained for New York via Montreal. During the morning hours a drive around the city was the only event on his schedule.

President Cosgrave aided in the work of rescue when his train jumped a switch at Limogese (sic) about 23 miles from Ottawa, while making 55 miles an hour. He aided in extricating the injured from the overturned engine and cars and sent a telegram of condolence to the family of J.A. Boyd, railroad foreman of Montreal, who died at the throttle of the Presidential train. His private car left the rails, but did not overturn, and no member of his party was injured.

Following an enthusiastic welcome at the station, Mr. Cosgrave was taken to the Parliament House where Premier MacKenzie King called attention to his presence in the gallery as members cheered.

In the evening he was guest at a dinner given by Premier King. Tribute was paid at the dinner to President Cosgrave's coolness at the time of the accident and his work in aiding the injured and calming the fright of the other passengers.

Not work of plotters

Although the Royal Canadian mounted police and railway inspectors were convinced today that the derailment of President Cosgrave's train yesterday was purely accidental, the guard about the head of the Irish Free State was increased.

Railway officials said that investigation of the wreck, which cost the life of a railway foreman, had definitely put to rest rumors that it was caused by plotters against the Irish president.

http://news.google.com/newspapers?nid=1955&dat=19280131&id=zp8hAAAAIBAJ&sjid=_pkFAAAAIBAJ&pg=3092,5771838

Sleigh runner caused wreck.

C.N.R. officials establish cause of special train derailment after searching probe

Mr. A.E. Warren, general manager, Central region, Canadian National Railways and engineering and other officers at noon today definitely established the cause of the derailment of the special train carrying President W.T. Cosgrave to Ottawa.

A searching investigation was carried out immediately following upon the accident and continued throughout the night. Evidence was given that two horses drawing a heavy log sleigh had run away from the loading siding at Limoges a few minutes before the arrival of the special train.

One of the runners of the sleigh jammed in and wedged over the switch point at the east end of Limoges yard, some distance from the station. The horses were later brought to a standstill and returned to their driver,

The incident attracted no special attention in the rural community, and it was not known that the runner of the sleigh had turned the switch forcing the points open by the force of its impact, but as a result, when President Cosgrave's special train came along a few minutes later, it went through the switch on to the passing track, and by reason of the sharp turn became derailed. The sleigh and the switch were examined by experts this morning and it was established by the paint marks on the switch and the marks on the runner of the sleigh, along with evidence given by local witnesses, that this had been without doubt the cause of the accident.

Unforgettable scenes as Pres. Cosgrave stands beside dying engineer

After he and members of his party have miraculous escape in wreck of special train at Limoges, near Ottawa, Irish Free State Chief Executive plays gallant and leading part in rescue work.

Wreck due to locomotive traveling at high speed splitting switch. One observer thinks rail broken. Dr. Stoness of Vars makes epic trip on hand car. One dead nine injured.

President William T. Cosgrave of the Irish Free State, when he returns to Ireland will carry with him a vivid remembrance of the thrilling experience which befell him, when the special C.N.R. train on which he and his party, with railway officials and newspapermen, were travelling from Montreal to this city yesterday, was wrecked at a point just east of Limoges, formerly South Indian station, at 12.05 noon.

That President Cosgrave and all members of the party escaped unscathed, in view of the terrific smash which occurred when the train, travelling at fifty-five miles an hour, became derailed, is considered by railroad authorities to be little short of miraculous.

Indeed, grave fears had been entertained as to their safety when the news reached the capital of the wreck, specifically when word went around that a special train with nurses and doctors aboard had been despatched to the scene.

The wreck, stated by C.N.R. officials to have been due to the locomotive splitting a switch, and crashing into some boxcars on a siding, then demolishing a granary near the track before turning over in the adjacent field, brought death to one of the train crew, and injuries to nine others, one of them seriously.

The dead man, Pilot Engineer A. Boyd of Montreal, who was at the throttle of the big locomotive speeding at fifty-five miles an hour to the Capital was crushed to death in the wreck of the engine, and thrown from the cab when the locomotive overturned.

Three teams of horses killed when granary demolished by locomotive.

The most seriously injured of the train crew, was brakeman Frank Lafleur, who when the ?? came was sent flying to the ?? of the car and his right leg was broken when it became wedged ? a seat.

Engineer R.G. Day and Fireman Legault escaped with injuries to their heads and the others, dining car employees, H. Sadler, H. McIntosh, ? A. McLaurin and B. ? were only slightly injured by being thrown about when the dining car fell over on its side. All of the injured were from Montreal.

Three teams of horses standing at the granary near the station were killed outright when the engine demolished it.

President Cosgrave and the members of his suite escaped unhurt, although they were badly shaken, and thrown to the floor of their car when the crash came, and their escape is ?almost miraculous.

Entire train derailed.

The train which was composed of heavy locomotive and four coaches derailed entirely. the engine and tender were torn apart and the dining car turned over in the ditch. The other cars remained upright, although that containing President Cosgrave and his party came near to ? the fate of the dining car and was badly smashed.

Locomotive uncoupled

That there was not greater loss of life and that the distinguished visitor and members of his party escaped ? death or at least serious injury, is attributed to the fact that when the locomotive jumped the switch and crashed into the box cars on the siding, it became uncoupled from the train and continued on its mad ? alone to crash into the granary.

President Cosgrave apparently realised the crisis through which he had ?, by the statement he made when he and the members of his ? had recovered somewhat from the shock, "God in His Mercy has ? the rest of us."

? about the president of the Irish State government when the ? crash came which betokened something untoward had happened to declare that he displayed the ? sang froid, and with Dr. J.J. ?, of Chicago, his personal physician, helped render first aid.

The distinguished statesman was very distressed upon hearing of the tragic death of engineer Boyd, and had a telegram of condolence at once dispatched to his widow in Montreal.

Rumors Disposed

Sinister rumors were at first abroad to the effect that the wreck was an attempt on the life of the distinguished visitor, but an immediate investigation by C.N.R. officials on the spot, and by officers of the R.C.M.P. despatched to the scene on a special train, disposed of these.

Mr. J.P. Hanratty, of the C.N.R. Natural Resources department aboard the wrecked train, stated that the cause of the wreck had been undetermined, but that there was absolutely no ground for any assumption that the switch which figured in the disaster had been tampered with.

"The cause of the wreck is one of the mysteries of railroading," said Mr. Hanratty. "The regular motor train due at Limoges at 11.16 had passed this switch less than an hour before we came to it, and there had been no movement at that point prior to our arrival. It is certain, however, that the wreck of the train was due to an accident, the cause of which only a technical investigation will reveal."

The late pilot engineer of the train, Mr. A. Boyd was one of the most experienced engineers in the employ of the company.

Threw on Emergency

According to Engineer R.G. Day, who was in the cab of the locomotive with his fireman Mr. A. Legault, just prior to the engine taking the siding, he saw Engineer Boyd throw on the emergency brakes, thus indicating that he had either seen something on the track ahead or else realized there was something wrong. Immediately the engine took the siding and he remembered nothing more until he and his fireman were crawling from the wrecked locomotive.

As soon as word of the wreck reached the city, a special train with Doctors McKinnon and Gardner, and railway and R.C.M.P. officials was made ready and left within ten minutes, making a quick run to the scene of the accident. There the injured were given first aid, especially brakeman Lafleur who was suffering intensely and the return trip was made to Ottawa where a huge crowd had gathered, attracted by the news of the accident to the presidential train, and who gave President Cosgrave and those who accompanied him a great welcome.

The special train bearing the distinguished visitors to the Capital was travelling at a speed of fifty-five miles an hour when the accident occurred.

When the train plunged into the open switch the engine rolled over on its left side and crashed into a line of standing box cars. The coupler between tender and diner gave way and the dining car rolled over three times on the right side of the rails. President Cosgrave's private car came next and wobbled dangerously, but did not overturn. Behind this was the press car which remained on the rails.

President Renders Aid.

Immediately after the crash, President Cosgrave, who had been chatting in his coach, looked to the safety of his sister-in-law and her husband who were in the dining car. Learning that they were safe, the Irish statesman plodded through snow drifts almost waist deep, going from place to place visiting the injured and inquiring as to their hurts. The president then took an active part in the direction of the rescue work and offered his valuable advice.

A Touching Scene

As Pilot Engineer Boyd was breathing his last Abbee V.M. Pillion of South Indian arrived just in time to recite prayers in unison with another clergyman. During the reciting of the prayers the president and his minister stood with bared heads. After Boyd had passed away President Cosgrave gave the priest a photograph of himself and inscribed upon it: "In Memory of your devoted services to the dying in the regrettable accident at Limoges."

Doctor on Hand-car

As the rescue work was going on a black bobbing speck appeared on the tracks coming toward the wreck. The approach was watched eagerly and the speck turned out to be Dr. F. Stoness of Vars, who, on learning of the smash, leaped to a hand car, and desparately pumped his way to the scene to render any assistance possible. Dr. Stoness came a distance of eight miles, braving the cold wind, and was well nigh exhausted when he pulled up at the wreck.

"We were lucky", said Conductor Albert Johnston, when he stepped into the check room at Union station after the special train sent from Ottawa arrived back in the Capital. The conductor received only a slight cut on one of his hands.

-- more eyewitness accounts of the wreck.

A wrecking gang succeeded in getting the right of way clear by ten o'clock last evening so that traffic to and from Ottawa and Montreal was not nterfered to any extent.

-- more eyewitness accounts of the wreck.

<http://news.google.ca/newspapers?id=tTk0AAAAIABJ&sjid=kvUIAAAAIABJ&pg=3380,5417542&dq=limoges&hl=en>

31/01/1928 **Ottawa Citizen** **Alexandria** **Limoges**

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Tribute to bravery

President Cosgrave said he wished to associate himself with the remarks of premier King in his message of sympathy to the bereaved. In a fine passafe President Cosgrave then paid tribute to those in the accident. "I have witnessed some stirring incidents," he said, "but never finer examples of bravery and coolness."

There was not the least bit of panic, and one man lying with a broken leg, kept inquiring: Are the guests all right? The country that produces men like that is bound to be all right."

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<http://news.google.ca/newspapers?id=tTk0AAAAIABJ&sjid=kvUIAAAAIABJ&pg=1486,5330355&dq=cosgrave+railway&hl=en>

23/02/1928 **Ottawa Citizen** **Chalk River** **Pembroke**

Railway Engineer Rings Fire Alarm - Notices blaze in Pembroke Factory;Loss \$17,000.

Early this morning fire broke out in the factory owned by Alex. barr. on Victoria street, and damage to the extent od \$17,000 resulted. the origin of the fire is unknown. About two o'clock this morning when the C.P.R. train was going through Pembroke, the engineer noticed a very dense smoke arising across the bridge which spans the muskrat River. He thought that probably the bridge was on fire and stopped the train and walked ahead. When he returned to the station he turned in the alarm-

<http://news.google.ca/newspapers?id=xTk0AAAAIABJ&sjid=kvUIAAAAIABJ&pg=4652,2574248&dq=railway&hl=en>

08/03/1928 **Ottawa Citizen** **Chalk River** **Arnprior**

Left handcar on railroad tracks

Youth gets prison terms, magistrate says possiby many lives endangered

two years less one day in the Ontario Reformatory was the sentence imposed by Magistrate David Craig in Arnprior police court yesterday on Maurice Brien, aged 19 years, of Montreal, who pleaded guilty to a charge of obstructing the free use of a railway by riding a handcar on its tracks between Renfrew and Arnprior. fred lacelle, aged 18 years of no fixed addredd, a companion of Brien's, was sentenced to three months on a like charge.

The charges were brought by an investigator of the Canadian pacific Railway, who was assisted in making the arrests by Chief Constable Roger, of Arnprior. When the accused youths were arraigned and had pleaded guilty, it was represented to the court that on Tuesday night or early Wednesday morning they had broken into a section house at renfrew and had stolen a C.P.R.handcar, which they had "pumped" some 18 miles to Arnprior, where they abandoned ot on the right of way, just after daylight.

The court was also informed that the officers had learned that the pair were trying to beat their way from Sudbury to Montreal and on the night previous they had stolen another handcar and had ridden it from Pembroke to Renfrew, where they had abandoned it.

magistrate Craig pointed out that they had not only broken the law in stealing the handcars, but that they had endangered the lives of passengers on railway trains in the event of a collision occurring.

The heavier sentence was imposed on Brien on account of his previous record, and owing to the fact that he had only been released from the Ontario Industrial farm on March 1.

13/03/1928 **Ottawa Citizen** **Prescott**

Passenger Recovers Gem Lost on Train.

Tribute to Honesty and Efficiency of C.P.R. men.

The honesty and efficiency of railway employees was shown in a striking way when a diamond which had fallen to the floor of one of the cars on the C.P.R. train coming into Ottawa from Smiths Falls was found by a trainman the day after it was lost.

A woman passenger had embarked with a valuable damond ring and on reaching her destination here found that the stone had dropped out of the setting. The people with whom she was staying promptly got in touch with the railway officialsand the search began.

The vacuum cleaner failed to locate it although the exact place where he lady had been sitting had been described. next day, however, a trainman decided to search with a flashlight on the floor under the seats. In the beam of his ight he finally detected a gleaming object which he discovered to be the stone sought.

The grateful lady received her gem the same day.

30/04/1928 **Ottawa Citizen** **Belleville** **Bolingbroke**

Smiths Falls. Engineers Body Only recovered, 2 are missing

Believed fireman and brakeman of C.P.R. freight are killed when a fall of rock causes derailment.

Though three men are believed to have been killed when the engine and a number of cars of a Canadian Pacific Railway freight train were derailed in a rock cut 30 miles west of here last night, so far only the body of Engineer M.M. Caterine has been recovered from the wreckage. Brakeman D.R. Wood, who with the engineer was from Smiths Falls, and Fireman M. MacKenzie, of Havelock are missing.

The derailment was caused by a fall of rock from about 30 feet up on the north side of the cutting according to the railway officials.

Fourteen cars altogether left the rails.

Caterine was 40 years of age, MacKenzie 26 years old and Woods 33 years old. Mrs. Caterine, mother of the engineer, is in critical condition following the shock of her son's death.

The body of Caterine when recovered was severely burned by the steam from the boiler, which had burst. The engine throttle was shoved in, indicating he had seen the danger and had ineffectually tried to stop the engine.

The rock which fell and caused the accident is thought to have been loosened by spring freshets. A huge pile of rock had blocked the track of the locomotive.

<http://news.google.ca/newspapers?id=N3MuAAAAIABJ&sjid=ntkFAAAAIBAJ&pg=6756,6021026&dq=railway&hl=en>

07/05/1928 *Ottawa Citizen* *Waltham*

Passengers are carried by boat over rail track

Ottawa travellers have a unique experience when Pontiac line is under water.

The train service on the C.P.R. between Ottawa and Waltham at the end of the Pontiac line has been seriously disorganized due to the fact that the Coulonge river has overflowed its banks about a mile east of Fort Coulonge, and the tracks are covered to a depth of nearly two feet in low lying locations.

It was noticed by the C.P.R. trainmen yesterday that the river was rising rapidly, in fact the tracks were covered with water then, but not sufficiently to prevent the locomotive and train proceeding cautiously through the newly created lake.

This morning, however, when the early morning train from Ottawa reached a point about two miles from the village of Fort Coulonge, it was seen by the trainmen that the river had risen considerably overnight.

The engineer on the locomotive at first tried to steam over the waterlogged tracks, but when it was seen the water was too deep it was backed to dry land again and word was sent into Ottawa.

Here arrangements were made for a train to be made up at Waltham which was despatched to the scene of the wash-out, and passengers from Ottawa had the unique experience of being transhipped over the flood from the river in boats to the other train.

The Ottawa train then started back for this city and, while it should have been here for 9.40, it is not in yet, but it is expected to get in this afternoon at two-thirty. While the river is in flood, a jigger train service will be maintained by the C.P.R.

Residents of Fort Coulonge state that the river is higher now than it has been at this time of the year for many years back, but so far it has not done any serious damage to property along its banks nor to the village.

14/05/1928 *Ottawa Citizen* *Alexandria* *Ottawa Union*

Long Concrete Wall Finished by Railways

2900 Feet Long and Sixteen and a Half feet High

The plans recently outlined in parliament by Premier King for the creation of a large central park in the Capital include a contribution which is being made by the two big railway systems of the country. In the center of this new area stands the Central Station and the Canadian Pacific and Canadian National railways are carrying out improvements to that structure which will play a material part in giving visitors to the city a favorable impression on their entrance.

Part of the improvements planned by the Dominion government and the Federal District Commission relates to the Rideau canal and the eastern wall of this canal is a part of the Central Station. A reconstruction of this wall has recently been completed by the two railways and will form part of the permanent improvements of this area. The reconstruction included the erection of a concrete wall twenty-nine hundred feet long and sixteen and a half feet high. The wall is seven and a half inches wide at the top and has a base width of four feet. About six thousand cubic yards of concrete were used in its construction and much of the work was carried out in zero weather during the past winter. Night work was carried on in order to ensure the wall being ready to let water into the canal at the regular time in the spring. The project also necessitated the excavation of about eight thousand cubic yards, thirty percent of which was under water. The concrete wall from Sparks street to the train shed was raised and further improvements were made to the wall of the train shed itself. In carrying out this work it as necessary to change the main tracks within the station temporarily and to use the first track next to the canal for handling pile drivers and other work equipment while the operation was in progress.

These improvements to the canal wall and Central Station will bring this part of the center of the city into harmony with the government plans for the creation of a Confederation Memorial Park and the continuation of the Federal District driveway. When the Russell Hotel, warehouses, and other buildings, which it is intended to demolish have been removed the results will give visitors to Ottawa a favorable opportunity to observe the beautiful driveways on the canal and will provide an unobstructed view between Laurier avenue bridge and the station of the main tower and east block of the parliament buildings.

14/05/1928 *Ottawa Citizen* *Alexandria* *Union Station*

Long concrete wall finished by railways.

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A reconstruction of this wall has recently been completed by the two railways and will form part of the permanent improvements of this area

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<http://news.google.ca/newspapers?id=UVstAAAIBAJ&sjid=nNkFAAAAIBAJ&pg=6483,1024379&dq=train+l+railway&hl=en>

15/05/1928 *Ottawa Citizen* *Maniwaki*

Inspect Development Work Along Gatineau

Party of Senators Taken on Special Train

The Gatineau Power Company was host to a party comprising the members of the Senate and others, who were taken on a special train over the C.P.R. yesterday morning on an inspection trip of the plants of the company on the Gatineau River.

The party headed by the vice-president of the Canadian Hydro-Electric Corporation, the holding company for the Gatineau Power Company, Gatineau Electric Light Company and St. John River Power Company, Mr. G. Gordon Gale left on the special train from Ottawa at 10 a.m. stopping off at Chelsea for a visit to the big plant there, and from there were taken on a construction train to the plant at Farmers, and then the special train to the greatest development of all at Pagan Falls.

There the visitors were dined, and afterwards taken over the mammoth development in course of construction which is destined eventually to generate 175,000 h.p.

The senators were very much impressed with the magnitude of the undertaking and expressed surprise at the economic development of the whole of the Gatineau river and the expedition with which the plants have been brought into being.

Accompanying Mr. Gordon Gale were Brig. General J.B. White D.S. ? Vice-president of the Canadian International Paper Company, Major James Brace, president of the Fraser Brace Engineering Company which had brought the big power plants into being(?) and members of staff of (?) companies.

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<http://news.google.ca/newspapers?id=UlstAAAIBAJ&sjid=nNkFAAAAIBAJ&pg=2664,1446238&dq=train+l+railway&hl=en>

22/05/1928 *Ottawa Citizen* *Belleville* *Bolingbroke*

Large gangs of men are now at work eliminating the two causes of recent wrecks on the Canadian Pacific Railway line between Smiths Falls and Toronto.

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The stretch near Bolingbroke which was the scene of another serious wreck, has also been improved. The track at this stage is cut through rock and men are now employed in cutting this away so that there will be no further danger of loose boulders sliding down onto the track and derailing trains.

23/06/1928 *Ottawa Citizen* *Renfrew* *Carp*

Has leg fractured.

Jumping from the C.N.R. Ottawa-Pembroke passenger train before it had come to a stop at Carp station yesterday afternoon, George Martin, relieving section foreman for the C.N.R., fell and suffered a fracture of the right leg above the knee. He was placed on a train and brought to Ottawa, and was met at the parkdale avenue crossing by Hulse Bros ambulance, and from there conveyed to the Civic Hospital, where he is under the care of Dr. F.W. McKinnon.

Freight Wreck Causes Big Rush On the Chateau

Eight cars of Westbound C.N. Train Derailed Near Cardinal - Olympic Team Delayed Here

The derailment of eight cars of a westbound Canadian National freight train near Cardinal station late last night, blocking both tracks of the main line, caused an interruption to main line traffic, it being necessary to route four passenger trains via Coteau Junction, Ottawa and Napanee pending the re-opening of the line early this morning after several hours' work by a wrecking crew from Montreal.

After one freight car had broken in two, several others piled up in the wreck effectively blocking all main line traffic.

As a result of the derailment some 600 passengers of the four trains were guests of the Chateau Laurier unwittingly. All the trains were from three to five hours late, so that the passengers were taken to the Chateau on their arrival in Ottawa and given their breakfasts free. Joseph Van Wyck, the manager of the hotel, said the sudden influx of guests did not cause any inconvenience.

Among passengers of the delayed trains were the members of the Canadian Olympic team who were scheduled to arrive in Montreal to be guests at a big dinner tonight.

Two trains from Montreal to Toronto were delayed, along with two from Toronto to Montreal. These trains arrived in Ottawa at 6.35 and the last car left at 8.35. Before noon the main line was clear.

The derailment caused the four trains to be brought to the Capital. They were hauled by the big 6,000 class engines, the biggest of their kind in Canada. It was the first time that these huge engines pulled into Union Station here.

06/07/1928 *Chronicle-Telegraph Quebe* *Kingston (CP)**Cardinal***Derailement Causes a Tie-Up On CNR**

Brockville, Ont.- July 6 The derailment of eight cars of a westbound CN freight train near Cardinal station late last night blocking both tracks of the main line caused an interruption to the main line traffic it being necessary to route through passenger trains via Coteau Junction, Ottawa and Napanee pending the re-opening of the line early this morning after several hours work by the wrecking crew from Montreal. After one freight car had broken in two, several others piled up in the wreck effectively blocking all main line traffic.

10/07/1928 *Ottawa Citizen**Waltham**Aylmer***Narrow escape when train hits rear of wagon**

Aylmer grocery man stopped vehicle on C.P.R. tracks before seeing engine bearing down.

Stopping his delivery wagon on the C.P.R. crossing, Albert Street, Aylmer, yesterday morning about 9.30 o'clock, Antonio Mondoux narrowly escaped death when the train, which was rounding the corner, touched the rear of his wagon with the cowcatcher before coming to a stop. Mr. Mondoux was delivering groceries to the home of Mrs. S Gravelle, Abert street, when suddenly his horse started off at gallop. Pursuing the fleeing steed, Mr. Mondoux soon caught up with it, swung himself over the rear of the wagon and pulled the horse to a stop.

Flushed and excited by the heat of the chase, he did not notice until too late that he had stopped his horse right across the C.P.R. tracks and that a train which had left the station about 600 yards around the bend was bearing down upon him. However, due to the vigilance of Robert Carpenter, the engineer, the train was brought to a stop just as it touched the express wagon and no damage was done to the horse, conveyance, or the driver.

<http://news.google.ca/newspapers?id=TvEuAAAAIABAJ&sjid=pdkFAAAAIBAJ&pg=6813,1024187&dq=railway+train+railroad&hl=en>

13/07/1928 *Ottawa Citizen**Chalk River**Snedden*

Rev. Father Lewis J. Connolly, beloved rector of St. Declan's Roman Catholic church, Brightside, Ont., was instantly killed about 10.15 o'clock last night when his car stalled on the C.P.R. tracks five miles west of here, and was hit by a special train carrying members of the Orange Order who were returning from a Twelfth of July celebration at pembroke. The accident occurred just one mile west of Snedde Station, and is one of the saddest that has happened in this vicinity for many months.

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

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

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

23/07/1928 *Chronicle-Telegraph Quebe* *Lachute***Man and Wife Killed in Auto Train Crash**

Ottawa July 23. Hilaire Trudel and his wife of Perkins Mills Quebec were almost instantly killed Saturday when a motor car in which they were returning from the Ottawa market was struck by a C.P. freight train at St. Rose de Lima. Mrs. Trudel was decapitated and her body carried for more then 100 yards under the wheels of the locomotive. Her husband is believed to have choked to death under the wreckage before he could be extricated.

25/07/1928 *Ottawa Citizen**Chalk River**Sand Point***Two dead in train wreck at Sand Point**

Troop train carrying men and horses to Petawawa camp hit freight in head on collision.

<http://news.google.ca/newspapers?id=XfEuAAAAIABAJ&sjid=pdkFAAAAIBAJ&pg=6274,2624402&dq=railway+train+railroad&hl=en>

Great Day for Pembroke when First Canada Central Train Come.

It was a great day for Pembroke when the first train on the old Canada Central Railway steamed joyously into town on October 3, 1876. The Canada Central (now part of the great C.P.R. system) was to Pembroke what the Bytown and Prescott was to Ottawa in the fifties.

To Pembroke the coming of the Canada Central engine meant the end of stage coaches, the end of the water route via Muskrat Lake, and it meant a quick journey to Ottawa.

It was no wonder, therefore, that the whole town turned out to see the first train enter the town.

Everybody was Happy.

On that third day of October there was a big celebration in Pembroke. Mr. Fortier, the local historian tells us. Four kegs of beer were parked near the place of entrance and the people who liked beer were free to help themselves. The day was practically a general holiday. There were sports and other forms of amusement.

At night there was a public banquet at the Copeland House at which all the leading citizens and the Canada Central officials sat down to a sumptuous repast. At this banquet all the speakers told of the great future ahead of Pembroke.

Gave \$75,000 Bonus

Pembroke town gave \$75,000 bonus to the Canada Central Company in order to get the road, and John Supple, a local land owner, gave twenty thousand dollars worth of property, a station site and yard. Mr. Supple had the honor of turning the first sod of the road in 1875. The picture herewith depicts the arrival of the first train on October 3, 1876.

Stage to Renfrew

For ten years prior to 1876 the Canada Central had been built into Renfrew. During those ten years many Pembroke people went into Renfrew by stage and took the train there, rather than go by the slower water route via Cobden, etc.

Now Pembroke has both the Canadian Pacific and the Canadian National Railways.

<http://news.google.ca/newspapers?id=SvEuAAAAIBAJ&sjid=pdkFAAAAIBAJ&pg=5113,4468800&dq=train+railway+railroad&hl=en>

08/09/1928 *Ottawa Journal**Ottawa Electric*

Car is derailed when axle breaks

A broken axle caused the derailment of an Ottawa Electric Railway street car on Beechwood avenue near Marier road yesterday afternoon. The breaking of the axle caused the front trucks to become detached from the car and then rolled a few feet to the side walk. Only one passenger was being carried at the time and she was unhurt. Traffic was tied up for two hours on the main line, although an auxiliary service was provided

10/10/1928 *Ottawa Journal**Montreal and Ottawa**Ottawa Union*

C.P.R. MAINLINE TRAFFIC UPSET BY DERAILMENT

One Hundred Feet of Track Torn Up At Ottawa Ottawa Station.

PASSENGERS FELT ONLY SLIGHT JAR

The engine and two cars of the crowded C. P. R. Transcontinental train from Winnipeg were derailed at 5.05 this morning immediately under Connaught Place at Union Station. More than 100 feet of track were torn up and for more than three hours the main line was put out of commission.

There were no casualties, perhaps owing to the fact that the Western train was going only eight miles an hour when the accident occurred.

The derailment took place just in front of a switch, almost immediately under the eastern exit of Connaught Place, and the engine and cars left the track on the station side of the line.

Are Probing Cause

The tracks at this point are about 30 feet from the Rideau Canal, from which they are protected by a cement wall. The through mail and baggage cars were derailed, but the diner, which was the next car to the baggage carrier, remained on the track.

No cause has been assigned for the accident, but an investigation is proceeding under the direction of District Superintendent J. K. Hughes of the C. P. R. For three hours all C.P.R. trains had to be rerouted on the line via Hurdman's Bridge. The first train to pass the repaired track was the early morning Gatineau train at 8.05. Up to noon workmen were still engaged in repairing the tracks

Little Excitement

H.Z. Hudson, of Winnipeg, who was a passenger on the train, told The Journal there was only a slight jar which (sic) the engine and cars left the track Mr. Hudson, who is stopping over in Ottawa for a few days, said many of the passengers thought the train had pulled up at the train platform, and there was no excitement.

C.P.R. officials almost immediately made arrangements for the re-routing of passengers to Montreal and eastern points.

U. X. Hadsoa, of Wlaalpeg, who was a passenger on the train, told The Journal there was only a slight jar which the engine and cars left the tracks. Mr. Hadsoa, who is stopping over in Ottawa for a few days, said many of the passengers thought the train had pulled up at the train platform, and there was no excitement. C.P.R. officials almost immediately made arrangements for the re-routing of passengers to Montreal and eastern points.

08/11/1928 *Ottawa Citizen**Winchester**Chesterville*

Chestervilleman killed instantly

Angus Price hit by giant locomotive despite foreman's brave effort to save him.

Chesterville. Angus Price, a sectionman employed by the Canadian Pacific Railway, was instantly killed today when he was struck by the largest locomotive in the British Empire, the Canadian Pacific's new 3100 type, plying on the Montreal-Smiths Falls division. The victim was 63 years of age and leaves a widow and four children, all in Chesterville.

Mr. Price was at work surfacing the tracks near the station when the locomotive pulling a train of freight cars approached. Apparently Mr. Price did not see the train or hear the warning sounded by the whistle. Other sectionmen and townspeople heard the warning. Mr. D. Lomond, section foreman, bravely attempted to hurl the man from the tracks but could not reach Mr. Price before the engine. The train was in charge of Engineer Levi Young and Conductor O.C. Rabb.

Coroner Dr. McLaughlin of Chesterville and Dr. A.B. Clayton of Winchester were called. When picked up Mr. Price's leg was amputated above the ankle and his whole body was badly injured. An inquest will be held Saturday afternoon at 1.30. Funeral arrangements have not been made.

<http://news.google.ca/newspapers?id=0G8uAAAAIBAJ&sjid=p9kFAAAAIBAJ&pg=7020,2088304&dq=train+railway+railroad&hl=en>

Chesterville. Attach no blame for the death of Section Hand

The inquest into the death of Angus Price C.P.R. section man, who was killed on the C.P.R. tracks at 8.30 a.m. on Thursday, November 8, by engine No. 3100, on a westbound freight running between Montreal and Smiths Falls, was conducted by Coroner P. McLaughlin of Winchester, at the town hall here today. The jury selected were: F. McCloskey, foreman; M. Shaver, Geo. Barckley, Wesley Hamilton, Andrew Wilson, Isaac Garrow, W.H. Casselman, Jas Masterton, Wesley Fulton, Geo. Hunt, and James McAvoy, M. Marcellus.

Following is the verdict rendered by the jury: "We, your jurors, empanelled for the purpose of hearing the evidence and making a finding as to the cause of the death of the late Angus Price of Chesterville, submit as our verdict the following: That the late Angus Price came to his death while performing his regular duties as a section hand on the Canadian Pacific Railway tracks just east of the station at Chesterville, Ontario, about 8.30 a.m. on Thursday, November 8, 1928. That the evidence submitted indicates that every possible warning was given by the train crew and that the emergency brakes were applied at the first indication of danger and that they were one hundred per cent efficient; that everything that could have been done to save him was done by his fellow section men: that your jurors attach no blame to anyone: that there is nothing in the evidence to satisfactorily explain why the late Angus Price should not have heeded the warnings given him.

The funeral of the late Mr. Price was held on Friday afternoon at the United church, Chesterville, and was largely attended. The pastor, Rev. R.E. Newman, was assisted by Rev. Mr. Orak and Rev. B. Roberts. The choir was under the direction of organist, Mr. P.G. Hewitt, Mrs. George Merkley rendering a solo. Interment was made in the Maple Ridge cemetery.

<http://news.google.ca/newspapers?id=0m8uAAAAIBAJ&sjid=p9kFAAAAIBAJ&pg=2833,2727152&dq=train+l+railway+l+railroad&hl=en>

A scheme for a narrow gauge railway up the Lievre River.

Quotes Ottawa Citizen for 1 March 1873 (q.v.)

<http://news.google.ca/newspapers?id=2W8uAAAAIBAJ&sjid=p9kFAAAAIBAJ&pg=6334,3980750&dq=train+l+railway+l+railroad&hl=en>