

# 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.

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.

*31/01/1928 Ottawa Citizen Alexandria Limoges*

--  
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."

--

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

*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.

The carriage factory was badly wrecked and the main loss was in the finished work, besides a number of sleighs and wagons which belonged to local concerns and had been left in for repair or painting. The blacksmith shop, which is in connection with this building, is cement and was undamaged. The loss is largely covered by insurance.

*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 officials and 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.

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. Catherine 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.

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

The body of Catherine 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.

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 Half Feet High.

The plans recently outlined in parliament by Premier King for the creation of a large central park area 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 the 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 spring. The project also necessitated the excavation of about eight thousand cubic yards, thirty per cent 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 the carrying out of this work it was 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 result 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.

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.

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.

--

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.

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 Snedden Station, and is one of the saddest that has happened in this vicinity for many months.

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 than 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*

The Transportation Safety Board of Canada is sending investigators to an area of eastern Ontario near Morrisburg, Ont. after a train collided with equipment Tuesday morning.

A westbound Canadian National Railway train collided with "track equipment" just after midnight on Tuesday, the agency said in a news release.

Nobody was injured and the train did not derail.

CN said one of its trains brushed up against a piece of equipment on a nearby track and came to a stop, but was moving again by 1 a.m.

Train Carrying Men And Horses To Petawawa Camp Hits Freight In Head-On Collision Train Carrying Soldiers Was Fifteen Minutes Ahead of Schedule and Freight Had Received Clearance at Arnprior. Trains Met on Tangent Between Two Curves. Two Other Men Taken to Renfrew Hospital. Seven Horses Killed Outright and Five Others Had To Be Destroyed.

Corporal Vincent J. Cullinan, Royal Canadian Dragoons, St. Johns, Que, aged 23 years, and Trooper Thos. Gordon, of the same unit, aged 23 years, a Great War veteran, were killed and Trooper James Doherty, Royal Canadian Dragoons, and Trooper Joseph Lamarche of that unit were more or less seriously injured when the troop train carrying 250 members of the permanent force at St. Johns, Que, to Petawawa Camp was struck head-on at Sand Point station by a CPR freight train travelling to Smiths Falls at five o'clock, railway time, this morning. Corporal Cullinan was a native of San Francisco, Cal., while Trooper Gordon was a Scotsman by birth. The troop train left St. Johns last night and passed through Ottawa early this morning on its way to Petawawa. On board were a squadron of the Royal Canadian Dragoons, the Royal Canadian Regiment, and the 22nd Regiment, all stationed at St. Johns. The troop train was proceeding west and was just passing Sand Point station when the freight train approached slowly from the opposite direction.

The trains met on a tangent between two curves. These curves are both left curves, away from the river, and are half a mile apart. The trains met in the middle of the tangent or about a quarter of a mile from each curve.

Troop Train Ahead of Schedule.

The troop train got its clearance at Arnprior. It was then fifteen minutes ahead of schedule and went ahead on the clearance. Arnprior tried to raise the operator at Braeslde but was unable to do so and there is no operator at Sand Point. The freight train had plenty of time to get to its destination if the troop train had been on schedule.

Owing to the heavy freight and the grade at this point, the east-bound train was unable to stop although the brakes were applied at once. When the collision occurred, both trains were moving slowly with the brakes on. The impact shoved the coal tender of the troop train against the first car into the air and this car telescoped the second car.

Men In Charge of Horses.

The first five cars following the engine in the troop train were loaded with horses and the men killed were in charge of the animals.

The first and second cars were completely wrecked but the engines did not leave the tracks. Corporal Cullinan was killed outright and Trooper Gordon died half an hour later. Trooper Doherty was thrown out the car door and landed in the ditch. A car fell on top of him but lay across the edges of the ditch and consequently his injuries are not as serious as might be expected. Seven horses were killed at once and five others had to be shot owing to the injuries they had suffered.

The two injured men were at once conveyed to the Victoria Hospital In Renfrew, where they are reported to be resting easy. The bodies of the men fatally injured were taken to the United church In Sand Point and afterwards transferred to Arnprior.

Express Wreck Recalled.

The accident occurred about one mile from where the Soo express was wrecked 24 years ago, when fifteen persons were killed in the disastrous accident. The small fatality list in the present accident is largely due to the fact that the soldiers on board, 250 in number, were sleeping in the rear coaches.

Traffic is tied up but a large wrecking crew is working on the scene and expects to have the track cleared some time this afternoon. The wrecking crew, which is from Smiths Falls, is in charge of Superintendent F. M. Rutter and Roadmaster Hall. The dead horses are being buried in a ditch alongside the track. The troop train was in charge of Alexander Hamilton, engineer, and Alexander Fraser, conductor. William Kenny, engineer, and John Robertson, conductor, were in charge of the freight train. There were nineteen cars altogether in the troop train.

Both the men killed were in the second car.

Inquest Opened.

Dr. Jamieson, coroner, of Sand Point, opened an inquest this morning and adjourned the hearing until Friday. The bodies of the dead troopers are in the undertaking parlors of J. C. Little in Arnprior.

OFFICIAL STATEMENT.

MONTREAL, Que., July 25. The Canadian Pacific Railway have issued the following statement regarding an accident on the line between Ottawa and Petawawa camp.

"At 4.58 a.m., date, military special en route to Petawawa with squadron "A" Royal Canadian Dragoons, and "D" Company of the Royal Canadian Regiment, St. Johns, Quebec, and the Royal 22nd Regiment, of Quebec City, met a freight train near Sand Point, about 55 miles west of Ottawa.

"There were two fatalities on the military special, Corporal Cullinan and Trooper Gordon, both of the Royal Canadian Dragoons. Troopers Mayhew, Lamarche, Doherty, Legere, and Herbert were injured.

"The cause of the occurrence has not been determined."

TWO IN HOSPITAL.

RENFREW, Ont July 25. Three troopers of the Royal Canadian Dragoons, St. Johns barracks, Que., were brought to the Victoria Hospital here this morning with injuries received at the wreck of the troop train at Sand Point, Ont. James Doherty and Joseph Lamarche are severely hurt but their condition is not considered critical. Trooper A. Mayhew, from the same corps, has a scalp wound but did not have to remain in the hospital. The troopers were grooms in the horse cars, which were upset when the troop train collided with a freight. Mayhew was able to leave the hospital in a few hours but the others will remain here.

18 COACHES ON TRAIN.

SMITHS FALLS, July 25. The troop train which collided head-on with a freight at Sand Point was made up of ten coaches of soldiers and eight coaches of equipment.

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 than 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.

Leaving Behind Two Dead and Three Seriously Hurt, Troops Proceed to Petawawa Camp  
C.P.R. Line Cleared Yesterday Afternoon After Head-on Collision Early in Morning Between Troop and Freight Trains At Sand Point, Ontario.  
Trains Going Slowly Or Toll Likely Heavy

Inquest and Official Inquiries Opened. Stories Of Remarkable Escapes And Graphic Incidents.

Leaving two of their comrades dead in Arnprior, and three seriously injured in the Victoria Hospital, Renfrew, as the result of a head-on collision between the troop train and a freight train on the C.P. Rly. about quarter of a mile west of the Sand Point station, members of A Squadron of the Royal Canadian Dragoons, D Company of the Roy Canadian Regiment, both of St Johns, Que., late yesterday afternoon completed their trip to Petawawa camp.

With them on the train were members of the Royal 22nd Regiment, of Quebec City, which had joined the St. Johns Corps at Montreal on Tuesday night, but none of the members of the 22nd were injured. The accident happened at five o'clock, standard time, yesterday morning, and the men who were killed or injured were in two cars, looking after the horses, which were placed next to the engine and in front of the other cars carrying equipment and the coaches for the men. The Dead and Injured.

The dead are: Trooper Thomas Gordon, of St. Johns, Que., and Lance Corporal Vincent J. Cullinan, of San Francisco, Calif. Those in the hospital at Renfrew are: Troopers James Doherty, Joseph Lamarche, both of St. Johns, and Trooper Mayhew. Others who were slightly injured are: Troopers Legers and Herbert Troopers Lamarche, Doherty and Mayhew, of the Royal Canadian Dragoons, were reported last night to be resting fairly comfortably at the Renfrew Hospital. The extent and gravity of their injuries are not yet fully known. Doherty is suffering from wounds in his neck and shoulders and X-ray pictures have been taken. The extent of Maynew's and Lamarche's hurts has not been definitely ascertained, either. The condition of the men is announced as "uncertain" and the full extent and seriousness of their wounds will not be known till later on today.

The late Trooper Thomas Gordon came to Canada from Musselborough, near Edinburgh, Scotland, and a sister resides in Montreal. He was a veteran of the Great War and had been prominent in soccer football, having played with a Montreal team in addition to being possibly the best player in the regimental team. Had Remarkable Escape.

Trooper Gordon was killed outright and Corporal Cullnan died about fifteen minutes after he had been taken from the wreckage. Trooper Doherty had a most remarkable escape. He was in the first car and was thrown through the door of the first car into a ditch beside the road. As this car settled down, Doherty was pinned under it, but the ditch saved him from being crushed to death. His comrades, who came to his rescue, thought he had been killed, but with spades and crow bars, the earth was removed from around him, and part of the debris was pried off and he was pulled out. He regained consciousness immediately after being rescued. The other injured men were not covered with heavy wreckage, but at first it was feared that other men had been buried in the debris or had been killed by the horses which were wild with fright.

Church as Hospital.

The crash of the impact awoke people living in the district and at once calls were sent for doctors. They came from Sand Point and Arnprior and the injured men were given immediate attention. The United Church, just a short distance from the scene of the wreck, was converted into a temporary morgue and hospital. When the more seriously injured of the men had been given first aid, they were taken to the Victoria Hospital in Renfrew.

Inquest Opened.

Dr. Jamieson, coroner, of Arnprior, was notified, and after assisting the other medical men in attending the injured, opened an inquest which was adjourned until Friday. The bodies of the two men were then taken to J. C. Little's undertaking establishment in Arnprior, where they are kept pending orders from the military authorities.

On the troop train were 250 men and 70 horses. Seven of the horses were killed outright and five or six others were so badly injured that they were shot. After there was certainty that all the injured had been attended and the injured horses put out of their misery, the people of Sand Point looked after the comforts of the men. Breakfast was served from tables in the school yard and every house was opened to attend to the wants of the men.

Clearing the Line

Wrecking crews were summoned from Chalk River and Smiths Fall and were soon on hand working energetically to reopen the line to traffic. The large derrick on the wrecking train was used to remove smashed cars from the tracks and lift the heavier parts of the debris and remove the dead horses. They were then taken a short distance along the track where deep trenches were dug and they were buried. Among the horses killed were: Roy Candra, owned by Capt. James Wood, which had taken so many prizes at the Royal Winter Fair, Toronto, last year; Rose Marie, a very valuable horse, owned by Capt. Berteau, and another privately owned horse, the property of Major Timmins. Demistrom, owned by Major Timmins, a horse which is a veteran of the Great War, was in one of the wrecked cars but came out uninjured.

P. M. Rutter, district superintendent of the C.P. Rly. from Smiths Falls, was in charge of the wrecking crew. The tracks were ready for trains about two o'clock in the afternoon standard time. The freight were taken back to Castleford by the wrecking crew from Chalk The local for Pembroke, was held up owing to the wreck but after about an hour and half's delay, the passengers and baggage were transferred and continued on their way on another train which was made up west of the wreck.

Proceed to Petawawa.

The troop train was in charge of Lt.-col. J. P. Archambault, D.S.O. officer commanding the Royal 22nd Regiment. After the tracks had been cleared, the troop train was backed to Arnprior, where the military men had meals in the various hotels and restaurants. The horses which had come out of the wrecked cars and those which had been unloaded from the other cars owing to their excitement had been fed and were again entrained. Shortly after four o'clock, standard time, the troop train proceeded to Petawawa.

The crew on the troop train was composed of A. C. Fraser, conductor; W. Kenny, engineer; J. Shouldice, fireman; W. Feathersont and J. Chane, breakmen. That of the freight train were: J. A. Robinson, conductor; Alex Hamilton, engineer; W. Stanzel, fireman, and T. Tamm and J. C. Poulin, breakmen. The crews of both trains were from Smiths Falls.

Ruah to the Scene.

From the headquarters staff in Ottawa. Col. T. V. Anderson, Col. H. C. Greer and Col. Dr. C. H. Dickson rushed to the scene of the accident by motor car immediately after the accident had been reported. Capt. W. H. P. Elkins, camp commander at Petawawa, also rushed by automobile to Sand Point, accompanied by a camp medical officer. Provincial officers, C.P. Rly. constables and the police in the district were also on hand to maintain order and to render any possible assistance. From as far west as Petawawa and as far east as Ottawa, hundreds went to the scene of the accident by motor cars.

Question of Responsibility.

Until the inquest is resumed by Dr. Jamieson, of Arnprior, coroner, on Friday morning, and a full investigation is made by railway officials and military authorities, it will be impossible definitely to place the responsibility for the wreck. Naturally officials would give no statement for publication pending the official inquiries. Opinions vary as to which train was at a point where it should not have been.

The troop train stopped at Carleton Place and at Arnprior was given a clear track although it is said to have been ten or fifteen minutes ahead of its schedule time. There are also well defined reports that after the train had left Arnprior an effort was made to raise someone at Sand Point or Braeside to have it stopped, but there is no night man on duty at Sand Point and the station man at Braeside could not be reached by wire. Another view expressed is that the freight train should have waited at Castleford, about six miles west of Sand Point, for the troop train to pass, but against this view is stated the fact that the freight train was travelling on its schedule time and would have been safely into Sand Point if the troop train had not been ahead of its schedule.

Rounding the Curve.

Just after rounding the curve west of Sand Point station, the engineer on the troop train noticed the headlights of the approaching train as it rounded another curve about a quarter of a mile distant. For an instant he thought it was the headlights of an automobile, then he realized that another train was approaching on the same track. At the same time the engineer of the freight train also realized that a mistake had been made and both engineers applied brakes and sounded whistles. The troop train had come to a stop just as the freight train crashed into it. The freight train was unusually heavy, and in addition from the time of rounding the curve until almost to the point of the collision, the track is down-grade so that it was impossible to bring it to a stop as quickly as was possible with the troop train. A matter of seconds before the impact, the engine crews of both trains jumped to safety.

Had either train been travelling at any great speed, the death toll and rolling stock damage would have much greater. As the engine of the troop train was forced back by the force of the impact of the freight train, the first car behind the tender was raised off the tracks and was hurled practically on top of the second car. These were the only cars which left the track, the third car having only the end crushed in and other cars of the troop train suffered no damage completely demolished.

The car next to the tender fell partly on the tracks but mainly over the roadway which runs close to the track. The second car was hurled to the side nearer the river and away from the road. This second car was completely demolished and the dead and injured men and horses had to be taken out of what was a pile of debris. How one man escaped with his life from this car is a miracle.

Corporal Homerston and Quartermaster Sergeant Morris were the first of the men from the troop train to reach the demolished cars. Corp. Homerston, with the vain hope that the men in the car might be alive, but stunned, pluckily entered among the kicking horses in an effort to reach them. Meanwhile other men were busy with axes chopping the roof of the car as it lay on its side on the road. So soon as a hole was large enough, the horses which weren't killed plunged frantically through the opening,

Engines Stay on Tracks.

Both engines remained upright on the tracks with their front guards interlocked. Two lengths of rail were torn loose on the south side of the track from where the freight engine struck the other to the point where it stopped. The freight cars were not damaged and the men in the coaches of the troop train felt very little effect of the impact. Those who were awake, felt the jerk as the brakes were applied and, then, what seemed a minute or two later, there was a jolt worse than when cars come together for coupling with a little more force than was intended. This is explained by the fact that the first two cars were the ordinary wooden kind, one of them up-ending and the other crumbling by the force of the collision.

The point where the accident happened is just about a mile east of the curve where, 24 hours years ago, the Soo train was in collision with a freight train and about twenty men, including members of the train crews, were killed.

INJURED TROOPER'S STORY.

(Special to The Citizen.) RENFREW. July 25. Hundreds of interested spectators continued to pour into the little village of Sand Point till late tonight. There was not much left for them to see, how ever, as most of the debris had been cleared away. The tracks at least were clear, the trains were again running on schedule, and the soldiers were gone.

All day long khaki-clad lads paraded between Sand Point and Arnprior. At noon today, Commanding Officer Lt.-Col. J. P. V. Archambault, D.S.O., M.C., led his men into Arnprior, where they had dinner, the first real feed for twenty-four hours. They went back to Sand Point in the afternoon and entrained to proceed on their journey to Petawawa Camp, which was so tragically interrupted at five o'clock this morning, exactly twelve hours after the mishap.

Several of the fifteen horses which died as a result of the wreck were outstanding animals. Amongst the best known were the two horses, Rose Marie and Roy Candra, owned by Captain James Wood. It was a rather peculiar, yet sad, incident that occurred this evening. A large grave had been dug near the wrecked train and here the horses were buried. Tonight a bill had blown off the bill board near by which read "Rose Marie." The picture of this name was showing in the nearby town and this simple inscribed lithograph served as a passing monument to the famous Canadian charger.

The Citizen correspondent visited the three injured troopers in Victoria Hospital tonight. The matron said that she had three very sick men, especially Joseph Lamarene, who was suffering a great deal. But surprisingly happy were the troopers. All seemed most thankful that their lives were spared. James Doherty, one of the lesser injured, had a lot to say about the accident and had a lot of questions to ask. "I was sleeping in the first car with Corporal Cullinan," he said. "I was wakened by my pet dog licking my face. I felt the train coming to a halt as though the brakes were being applied suddenly. I heard some screaming and looked out to see some of the trainmen jumping. Then came a crash. It was a sort of sinking feeling. Slow motion effect, not the sudd sensation one would expect. I don't remember much more except that I knew the horses broke loose. The side of the car fell in and I was pinned underneath. Someone, whom I am told was Quartermaster Morris, dug me out. and what a relief it was. It seemed as though tons were upon me. If I had been there another minute longer I am sure I would have died."

Each of the other troopers, Mayhew and Lamarene, had similar stories.

The C.P.R. inquiries will be held in Smiths Falls tomorrow.



Jury Find Troop Train Ran Ahead Of Its Schedule  
Orders were misconstrued By Conductor and Engineer,  
They Testify at Inquest in Train Wreck.

Freight Crew, Operators, Dispatchers, Exonerated

Telephone With Emergency Signal Be Installed at Sand Point, is Recommended

The collision on the C. P. Rly. line just west of Sand Point between a freight train and a west bound troop train going to Petawawa, in the early morning of Wednesday, July 25, resulting in the death of Corporal Vincent J. Cullinan and Trooper Thomas Gordon, was due to the conductor and engineer of the troop train misconstruing orders and running ahead of the schedule set for the train.

This was the finding of the coroner's jury which investigated the deaths at the inquest conducted by Dr. Archibald Jamieson, of Arnprior, at Sand Point yesterday afternoon. The verdict exonerated the crew of the freight train and also the train dispatchers and operators but recommended that a telephone, with an emergency signal, be installed at the Sand Point station to enable a train to be stopped there at night when a station man is not on duty. It was also pointed out that if the two horse cars which were smashed in the wreck had been of modern steel construction there would have been no casualties.

Alex. Fraser, conductor on the troop train, said he conscientiously believed he was right in being where he was with his train at the time of the accident but since then he sees the difference. W. Kenny, engineer, won the sympathy of all in the room when he frankly admitted he had misconstrued the order. "I have read it many, many, many times since then and I quite well understand it now," he told the jury with a voice choking with emotion.

How Order Misconstrued.

The troop train was running as the second section of train No. 17, a regular passenger train, and on the night of July 24th, orders had been telegraphed giving a complete schedule from Ottawa West to Petawawa, leaving Ottawa at 1 a.m. and reaching Arnprior at 2.58. The troop train was an hour late in getting ready to leave Ottawa and so an order was sent with instructions to run one hour and ten minutes behind the schedule previously telegraphed. At Carleton Place, the train was behind its schedule and a new order was sent to run two hours behind the schedule first telegraphed. The mistake by the engineer and conductor on the troop train was interpreting this last order to mean that they were to run their train two hours behind the time sheet or time table for the regular passenger train. No. 17, of which it was a second section so far as running rights were concerned. At the time of the wreck, the troop train was considerably behind the time as they understood it but was ahead of the time set by the order. Had the troop train been five minutes later, the freight train would have been cleared in the siding at Sand Point.

H. B. Johnson, crown attorney, of Pembroke, conducted the investigation with the coroner, the Canadian Pacific Railway Company was represented by W. H. Williams, KC, of Pembroke, the engineers by D. Campbell, of Winnipeg, and the conductor and trainmen of the troop train by W. H. Stafford, KC, of Almonte.

E. V. McNeil, provincial police officer, was also present. Considerable interest was taken in the inquest by railway men and others and there was a large attendance of spectators, including many women.

The Train Dispatcher. James Carmichael, of Kemptville, train dispatcher at Smiths Falls, told of telegraphing the schedule for the troop train and the subsequent orders. The first amending order was to run one hour and ten minutes behind the schedule set in the first order and the second amending order was to annul the previous order and to run two hours behind the schedule in the first order. The troop train, under its orders, was due at Arnprior at 4.58 but arrived at 4.46, twelve minutes ahead of time. Witness said he did not know the train was ahead of time until after it had left Arnprior. He had then tried to stop it at Braeside but the train had passed that point. He had next called Sand Point but the train was just passing the station as the station agent came downstairs. If the troop train had been running on its schedule, the freight train would have had time to get into the siding at Sand Point. There were no orders for the trains to cross at Sand Point but the freight train had the running orders for the troop train and it was up to it to clear the troop train. The freight train at Sand Point had twelve minutes, based on the troop train's schedule, to make the siding when all the time required was five minutes.

A juror asked witness if he did not think it advisable for the railway to have a night man between Arnprior and Renfrew but the crown attorney interposed that this was a question for a man higher up to answer.

Had No Orders.

John Culhane, operator at Carleton Place, told of giving the orders to the troop train at that point. John Stavenow, operator at Arnprior, said he had no order regarding the troop train although he knew it was coming. He did not know it was ahead of schedule until he had reported its passing to Smiths Falls and had then learned that it was twelve minutes ahead of schedule.

To Mr. Stafford, counsel for the troop train crew, witness said he had waved to the crew that it was O.K. as the train passed through.

"And as far as you were concerned or knew then, the train was all right to pass through?" asked Mr. Campbell, counsel for the engineers. Witness replied: "Yes."

J. Warren Morphy, operator at Renfrew, said he had given the conductor of the freight train a copy of the order instructing the troop train to run two hours behind the schedule which had been set in the first order.

John A. Roblnaon, conductor on the freight train which was running from Chalk River to Smiths Falls, told of getting the orders which had been given to the troop train. If the troop train had been running on schedule the freight train would have had lots of time to make the siding at Sand Point. The troop train was due there at 5.10 but the accident happened at 4.55. "Five minutes would have put us in the siding from where we were hit," said the conductor. He was in the cupola of the van when he noticed the headlight of the other train just as both trains rounded curves in the road. He knew the emergency brakes were applied and thought the freight train would be stopped in time to avoid a collision and so he and the brakes man stood on the step of the van and both stepped off together after the engines hit.

The conductor said he had consulted with his engineer at Renfrew and both had considered they had ample time to make Sand Point where they figured on crossing the troop train. He had no instructions to cross the troop train at any particular point, this being left to the judgment of the conductor and engineer. To Mr. Williams he said it was his duty to look out for the troop train which was what is known as a first class train. To a juror he said the troop train might not have known anything about the freight train but the troop train should not have run ahead of the ordered schedule.

This evidence was corroborated by Alex. Hamilton, engineer on the freight train. He said he had made a service brake application to slow down for a stop at Sand Point to go into the siding. Just as he rounded the curve he saw the headlight of a train in front and at once applied the emergency brake. The train had slowed down to three or four miles an hour when he jumped just before the collision. He was not injured except for a slight abrasion on the nose as the result of falling. The train had 36 cars and was on a down grade.

Saw Headlight

"My mate, the engineer, spoke of something coming, I saw the headlight of an engine in front, looked at my watch, and I got off," said W. Stanzel, fireman on the freight train.

J. Lorn Pullan, front end brakeman on the freight train, said he was sitting in the engine and heard both the engineer and fireman say "there's a headlight" The engineer applied the emergency brake, and witness said he and the engineer got off about four car lengths from where the engines hit.

The orders received at Ottawa West and at Carleton Place were produced by Alexander Fraser, conductor on the troop train. The troop train had left Carleton Place at 4.10 and Arnprior at 4.48. He said he did not know he was ahead of schedule at Arnprior. After he had received the second amending order at Carleton Place, to run two hours late, he said he thought he was the second section of No. 17, without any attachment. "I must have misconstrued the order," said the conductor. "I thought I was running two hours behind the time bill for the first section. I was three hours and twenty-five minutes behind its schedule at Carleton Place and knew there was no chance of making up the hour and twenty-five minutes and thus getting down to the two hours set by the order. On reading the order now, I find out differently. At the time I believed I was the second section of No. 17 with orders to keep two hours behind it"

Not Modern Construction.

To Mr. Stafford, Mr. Fraser said he had been with the company since June, 1904, and had no black mark against him. The horse cars which were demolished, he said, were C.N. Rly. palace horse cars, with wooden underframes. They were not modern construction. "If they had been the modern type, there would have been no fatalities." The troop train, he said, "made passenger a train stop, slid right in without a jar." He had been sitting at a table in a car and had not noticed the freight train.

The last order received had read: "Order No. 8 annulled. Second No. 17. engine 600, run two hours late Carleton Place to Petawawa on schedule in train order

No. 55 of July 24. No. 17 running two sections." Mr. Williams pointed out that the wording of this order was exactly the same as the wording of the previous order to run one hour and ten minutes later than the schedule.

"I must have overlooked part of the order," admitted the witness. "I thought the annulment of No. 6 order put the schedule out of business and that I was to run two hours behind the time table for No. 17."

"Who was responsible for the collision?" asked Mr. Williams.

"The jury will decide that," interposed Mr. Stafford, who objected to the question.

"Was the freight train in a proper place according to orders?" asked Mr. Williams, and a reply in the affirmative was given.

"Were you in the position you should have been according to orders?" was the next question by Mr. Williams.

"Under my construction of the order at that time, I was," replied Mr. Fraser. "Since then I see the difference."

Protection Given.

When W. Kenny, engineer, was called, Mr. Campbell, counsel, asked for protection under the Canada Evidence Act and this was assured. Engineer Kenny said he had read the orders and had mistaken them to mean that the troop train was to run two hours behind the schedule for regular 17's time instead of behind the schedule in the first order received at Ottawa West. When asked by the Crown Attorney to read the order and say what he thought it meant, Mr. Kenny, replied: "I have read it many, many many times since and I quite well understand it now. The bottom of the order makes it quite plain."

Mr. Kenny said he had remarked to his mate, the fireman, that he did not know why his orders were "to run two hours late when he was three hours and twenty-five minutes late at Carleton Place. He said he had slowed up at Arnprior expecting to get an order with more time, possibly to run two hours and fiftv minutes late, but the board was clear and he ran on.

The engineer said he had seen the headlight of the freight train as each engine rounded curves and had applied the emergency brakes. His train came to a stop and he "sat on her and tried to reverse, but couldn't". He then stepped off the engine just when the other engine was about two feet away. "I made a mistake in reading the bottom part of the order," repeated Mr. Kenny. In reply to a question, he also expressed the opinion that if the horse cars had been of modern steel construction, no one would have been hurt.

The Verdict

Other members of the crew of the troop train were present, but the jury did not think it necessary to hear them. There was no summing up of the evidence or pleas by counsel and after half an hour's deliberation, the following verdict was returned.

"We find no cause or fault against the crew of the freight train or of the despatchers or operators, but find that the engineer and conductor of the troop train misconstrued their orders.. We are also of the opinion that had the horse cars been of ( modern, steel type. instead of wooden cars, there would have been no casualties. We would further suggest that the C. P. Rly. install a telephone with emergency bells and proper equipment for the stopping of trains at night at the Sand Point station."

The Jury was composed of John R, McDonald, foreman; James Young, John Chatterton, W, Carmichael, W. McNeil, R. Thomlison, Geo. Murray, H. Couiton, H. Lynn, J.McPherson and D. Carmichael.

*11/08/1928    Ottawa Citizen                      Canada Central                      Pembroke*

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.

*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 auxilliary service was provided

## C.P.R. MAINUNE 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*

Chesterville man 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.

13/11/1928 *Ottawa Citizen**Winchester**Chesterville*

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.

A Scheme For a Narrow Gauge Railway Up the Lievre In 1873

Followed Refusal of People of Buckingham to Build a Macadamized Road from River to town.

Scheme Took Well With Nine (sic) Owners, But Did Not Come to Anything.

It was almost invariably the case in the early days that when somebody tried to get better roads in either town or country, there were those who rigorously opposed the proposed improvements on the ground of expense, or that, things were well enough as they were.

It will therefore not be surprising to learn that In the early seventies, when a move was made to build a macadamized road from Buckingham to Waddell's wharf on the Ottawa (now Masson). there was such vigorous opposition that the plan was abandoned. The four mile stretch of road, deep with mud and holes, remained as it was.

Railway Scheme.

In the year 1873, however, a Mr. Garrett, of Garrett and Roberts, came to the front with a plan to build a narrow gauge railway to connect the two points and to extend into the rich Lievres mining country.

The Citizen of March 1. 1873. thus referred to the proposal: "We recently referred to an enterprise which had been projected by Mr. Lemoyne and a few other public spirited gentlemen in Buckingham for constructing a macadamized road from that village to Wassell's wharf on the Ottawa river, a distance of four miles. The project fell through notwithstanding the liberal offers of its promoters, owing to the apathy of the Buckingham public. Instead of welcoming an enterprise, by which their property would have been greatly improved at a comparatively small cost to themselves, the villagers actually opposed it, and we regret to state it has been finally abandoned.

Promised Enterprise.

"Another enterprise of a larger character has been originated by a number of gentlemen connected with the important mining interests of the Riviere Aux Lievres. They have developed very rich mines of plumbago and phosphate of lime, and are extracting it in large quantities, but they find it more difficult to transport their freight over the four miles between Buckingham and the Ottawa river than the hundreds of miles it must be carried after it is conveyed to that point before it reaches the Eastern markets. Mr. Garrett, of the mining and lumbering firm of Garrett and Roberts, has suggested that a railroad might be constructed from the village to the wharf for the transportation of the immense quantities of minerals and lumber that must now be drawn in wagons over the worst of country roads before it can be shipped.

"The project has been well received by every mill and mine owner on the Lievres. An organization has been effected under the title of The Buckingham and Lievres Railroad and Navigation Company,' and an act of incorporation will be secured for it as soon as possible. The object of the company is to construct, a rail road from Buckingham wharf to the village and to place a line of steamers on the Lievres to connect the northern terminus of the road with the Little Rapids, twelve miles above the village. This will afford the lumbermen and the mine owners a cheap and rapid means of shipping their freight to the Ottawa river, and for procuring supplies, etc., for their mines and mills. Few of our readers are aware of the mineral richness of the country north of Buckingham."

\* \* \*

Fifty years have elapsed since the above was written and there is not a railway to Buckingham yet. Before the proposed railway could come to anything the phosphate and plumbago markets had failed. Today there is not a railway from Masson to Buckingham, but there is as fine a roadway as anyone could wish to drive on.

Note: The CPR built a line from Masson to Buckingham.