

# Local Railway Items from Ottawa Papers - 1929

**Monday**      **04/02/1929**      **Chronicle-Telegraph Quebec**      **Winchester**      **Smiths Falls**

Young Brakeman Meets With Fatal Accident

Smith's Falls Ont. Feb.4 Lloyd Maxwell, 21 year old brakeman for the Canadian Pacific Railway was fatally injured in the local yards Saturday night when he fell before the wheels of a freight car. The young man apparently slipped when he leaped from his perch on the car to turn a switch. The front truck of the car passed over his body.

**Friday**      **22/02/1929**      **Ottawa Citizen**      **Carleton Place**      **Carleton Place**

Man walks into side of moving locomotive

Carleton Place Resident Suffering from Shock.

Carleton Place. Feb 21. Henry Umphrey, about 65 years of age, was severely cut and is suffering from shock following an accident which occurred immediately in front of the C.P.R. station here at 7.15 tonight. Umphrey, who was on the station platform, attempted to cross the tracks to the opposite platform just as the Toronto local was pulling in. There is double track at this place and Umphrey is believed to have become confused as to which track the train was travelling on and walked into the side of the engine. He was removed to his home, but at no time lost consciousness. So far as could be learned his condition is not causing anxiety.

<http://news.google.ca/newspapers?id=kGouAAAAIIBAJ&sjid=rNkFAAAAIBAJ&pg=3429,2972733&dq=train+l+railway+l+railroad&hl=en>

**Saturday**      **22/02/1929**      **Ottawa Citizen**      **Ottawa and Prescott**

Orangemen had first trip on B & P

Used flat cars with railings around

Rails had been completed to Prescott in 1854, But there were no passenger coaches, but that did not prevent Ottawa and District orangemen from going to Prescott on the twelfth - A novel trip.

How far back can you remember?

Mr. Jos. Leslie, Concord Street, can remember incidents which happened when he was not quite four years of age.

One of the incidents referred to occurred in 1854, just shortly after the opening of the Bytown and Prescott Railway. On the twelfth of July that year the orangemen of Ottawa and along the B. and P. route went to Prescott to celebrate the Glorious twelfth.

According to Mr. Leslie (as he learned in later years), the regular service of the B. and P. had not been opened, though the tracks had been completed, and there were no passenger cars for the Orangemen.

But nothing daunted, they secured flat cars which had been used in connection with the ballasting of the road, built railings around them and put plank seats all around the cars inside the railings.

Plenty of music

The brothers sat on the seats while the fife and drum bands had room in the center to perform all the way to Prescott and back.

Mr. Leslie does not remember (of course not) just how many flat cars there were in the train that day, but his memory tells him there were many.

Blaze of Color

Though only four years of age at the time, he can recall very clearly the yellow sashes and badges of the Orangement, and the white shirts of the Young Britons.

Their First Trip

The novelty of the trip evidently appealed to the excursionists, for they were in great humor. As a matter of fact it was the first trip on a train which most of them had had, and the whole thing was new.

Many of the boys doubtless got cinders in their eyes that day, but the story does not say. That was, however, one of the Twelfths when it did not rain.

As far as Mr. Leslie knows, the excursion which the orangemen held that day was the first held on the road.

<http://news.google.ca/newspapers?id=kGouAAAAIIBAJ&sjid=rNkFAAAAIBAJ&pg=2316,3089659&dq=train+l+railway+l+railroad&hl=en>

A Boy's Experience on the Old Bytown and Prescott in 'Sixties

Little Joe Leslie Had an Unexpected Ride Into Town fro Gloucester Station - Got on Train at Spratt's Grade, and was afraid to Get Off Again - Conductor Daniels Was Severe, But Had Kindly Spirit.

When the Byetown (sic) and Prescott railway was built in 1854 it was a source of great interest to the farmers along its route. It was not till many years had passed that the puffing wood burning engines and trains ceased to attract attention. Mr. Leslie of Concord street, was 3 years old when the road was built. When he was 10 the road had been operating seven years. But to young Joe Leslie who had never had had his foot on a train the road was still a real terra nova. At that time the Leslie family lived at Gloucester station, his father, the late George Leslie, being then a section foreman on the road, with headquarters at Gloucester Station.

Steep grade

There was a steep grade at that period south of Gloucester Station, calles Spratt's Grade. When the B & P mixed trains struck this grade they always slowed up greatly - so much so that almost anybody could board them without having to actually stop the train. The trains nearly always stopped at Gloucester Station, but if the conductor knew that there was no one on the train who wanted to get off and no one was seen on the platform, the train would not be stopped, particularly if it was behind time.

One day young Joe Leslie decided to board the train and ride the mile and a half to Gloucester Station. He chose a bad day. It so happened that that was one of the non-stop days. The nearer the train got to the station platform the faster it went.

Train didn't stop

When the station was reached the train was going so fast (in Joe's imagination) that he dare not jump. So he remained sitting on the rear platform and wondering what was going to happen to him.

He had never been away from Gloucester Station, had no money in his pockets, and had a deep rooted fear of Conductor Daniels and his gold braided cap.

Entered the Car.

After sitting on the steps Joe decided to go into the train and find out what was in store for him. He entered the rear car and took a seat quietly in a nice soft seat. He looked out of the window and decided it was a good thing he hadn't jumped.

Gold braid.

In due time came Conductor Daniels.

"Hello," he said. "Wher'd you get on. I didn't see you before."

"No sir." said Joe, and then the pitiful details of the story came out.

"Got any money?" the conductor demanded austerey.

"No sir."

"I should throw you off." said the conductor. Joe quailed.

"My father could pay you later." Joe ventured. And it came out as to who Joe's father was and that he had been section boss from the start. Joe noticed a more friendly glint in the conductor's eye.

"Hah, so you are George Leslie's son, eh! Well stay where you are. You will have to go into Ottawa with me and I will bring you back this afternoon". It was the morning train the youth had boarded.

Stayed at Station

In due time Ottawa was reached by way of the old station on Sussex street.

The conductor gave Joe a quarter to get a dinner at a nearby restaurant (there were a score of them) and told him to return to the train and wait there, and not to attempt to go up town.

Joe had no intention of going into town. He was too scared. But in the yards of the B & P he could glimpse in every direction the evidence of a big and busy place.

A Warning

When, on the return journey Gloucester Station was being approached Conductor Daniels came to the boy and said. "Look here, young fellow, if you ever get on this train again, I'll put you where you can't get back so easy, remember that.

Wire Was Sent

It developed later that when Ottawa was reached Mr. Daniels had a wire sent to Gloucester Station to tell Joe's father where the boy was which showed that under his official sternness Conductor Daniels had a most kindly spirit.

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Gang of Rivermen Beat Up the Conductor

But Arnprior Constables of '70 Brought them to Task.

The conductors on trains that ran to upper Ottawa river points in the 'Seventies and carried shantymen, used to have a pretty hard time. The river men used, as a general thing, to get drunk, refuse to pay their fares or insist on turning the train inside out. Shantymen and train crews had frequent rows. Here is a story of a row which took place on a Canada Central train in the year 1873. It is told by the Arnprior Review of that year:

A row occurred on the Canada Central railway train, on its route from Ottawa to Renfrew on Monday last. It appears that a riverman being the worst of liquor, came to Mr. Munroe, of Torbolton, who was on his route up the river, and caught hold of him: neither being able to understand the other, led to a tussel between the two, in which the other rivermen took part. Monroe (sic) left them, when the conductor went in, and soon came back and asked Monroe to assist him in (illegible) the rivermen. A (illegible) in which about nine of the rivermen attacked and beat the conductor. The conductor telegraphed to Almonte and Pakenham to have them arrested, but no constables were on hand, but when they came to Arnprior our vigilant constables were on hand, and took three men. Two of the crowd were tried by our magistrate and sent to jail for thirty days for assaulting the conductor on the train. They went to Pembroke to break stones, on Tuesday morning. So much for whiskey.

<http://news.google.ca/newspapers?id=k2ouAAAAIABAJ&sjid=rNkFAAAAIBAJ&pg=5224,4048541&dq=train++railway++railroad&hl=en>

Nobody missed any trains at Union station this morning according to all the officials. Usually on first business day of daylight saving a few arrive about 55 minutes late.

The clocks in the station of course keep standard time, as do those in uptown railway ticket offices. A sign card "Eastern Standard Time: has been dusted off and put in the usual place one the clocks once more.

<http://news.google.ca/newspapers?id=bp4uAAAAIABAJ&sjid=49kFAAAAIBAJ&pg=3524,819617&dq=railway++railroad++train&hl=en>

**Saturday 17/05/1929 Ottawa Citizen Hull Electric Aylmer**

The high water on the Ottawa river and wind of yesterday has caused considerable damage to wharfs, cottages and railway ballasting along the shores of Lake Deschenes. There is a washout on the eastbound track of the Hull Electric Railway between the cedars and Queen's park.

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Beyond the damage to the ballasting along the Hull Electric Railway, little inconvenience is being suffered by the railway from the wind and water. As yet the summer service beyond Aylmer has not been commenced. there is a jigger service which is run on one track. yesterday the pier at Queen's park was badly battered by the waves and suffered considerable damage. Men were at work during the day securing the plank floor of the pier. The pier at Aylmer also suffered from the wind and waves.

Cottages along the lake shore between Wychwood and Queen's park, right up to which the water has risen were also battered and some suffered damage.  
<http://news.google.ca/newspapers?id=e54uAAAIBAJ&sjid=49kFAAAIBAJ&pg=3181,4067778&dq=railway++railroad++train&hl=en>

**Saturday 17/05/1929 Ottawa Citizen Carleton Place Britannia**

The high water on the Ottawa river and wind of yesterday has caused considerable damage to wharfs, cottages and railway ballasting along the shores of Lake Deschenes.

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while on Thursday C.P.R. officials found it necessary to route some of the trains via Smiths Falls as the roadbed along the lake at britannia was battered all day by the high waves and it was feared that the trains would be in danger. traffic was resumed over the ine yesterday.

<http://news.google.ca/newspapers?id=e54uAAAIBAJ&sjid=49kFAAAIBAJ&pg=3181,4067778&dq=railway++railroad++train&hl=en>

**Wednesday 26/06/1929 Ottawa Journal Alexandria Alexandria**

Switch left open. Train jumps rails

Passenger train from Ottawa Crashes into Freight Cars at Alexandria

Carrying 150 passengers, the Canadian National Railway train which left Ottawa for Montreal at 2.30 yesterday afternoon ran into an open switch near Alexandria station and wrecked a line of freight cars. While at first it looked as if the collision would assume large proportions only one person was injured, A.E. Ricketts, fireman, of Montreal, who sustained a fractured collar bone, severe bruises and internal injuries.

Ran into derailer

When entering Alexandria about 3.45 p.m. The train ran into a derailer, tearing it out of the roadbed and then struck the open switch. After striking the switch the train left the rails and tore up the roadbed.

A freight car containing wheat, the property of D. Markinson's flour mills, was telescoped, the contents scattering all over the track. The train also ran into a string of freight cars and pushed them right over the open end of the siding into the railway station demolishing part of it.

Have Near Escape.

The car digging itself into the roadbed probably saved a more serious collision for it minimized the impact with the freight cars which might have been pushed right through the station. Many people were waiting on the station platform for the arrival of the train and said they had a remarkable escape when the train stopped at the end of the platform. In all three freight cars were destroyed. A number of handcars, used by a section of workmen who were working nearby, were also totally wrecked.

Fireman Ricketts received his injuries through jumping from the engine before it finally came to a standstill. Paul Lalonde, also of Montreal, followed Ricketts but escaped without injury, as did Conductor George Keeler, of Montreal.

No damage was done to the three cars on the passenger train, although the passengers were badly shaken up. As soon as the crash came, G.W. Sheppherd, the station agent, notified Doctors E. Charbonneau, J.T. Rose and M. Markson, and Fire Chief Max Seger. The doctors were quickly on the scene and the fireman, after examination, was taken to the house of J.T. Bottomley foreman of the Bell Telephone Company. Later he was taken to Montreal where an X-ray examination will be made to ascertain the extent of his injuries.

Alex McNaughton, superintendent of the Montreal division, was called to the scene of the collision and he ordered the train running from Hawkesbury to Glen Robertson to proceed to Alexandria. On arrival, two day coaches and a palour car of the wrecked train were coupled on to it and it proceeded to Coteau Junction where another engine was chartered to take the passengers to Montreal. The passengers arrived there 45 minutes late.

Mr. McNaughton ordered an investigation to be held in Montreal this morning for the purpose of determining who was responsible for the switch being left open. Last night Mr. McNaughton would give no statement regarding the wreck.

**Friday 28/06/1929 Ottawa Citizen Alexandria**

Passenger carried right to his farm.

Incident illustrating "Service" on C.N.R. train.

There was much humor in an incident which occurred on a C.N.R. train bound from Montreal to Ottawa last evening, in charge of Conductor P.T. McGovern, 211 Bolton street, together with an illustration of what might be termed real service on the part of the official.

A man who had attended the Bennett rally at Alexandria boarded the train at that station just before it pulled out, and it was evident from his appearance that he had enjoyed the meeting to such an extent that he had celebrated "not wisely but too well".

He was bound for Maxville, two stations up the line, and the conductor, who knew him, had considerable difficulty in preventing him from leaving at the first station, Greenfield, as the passenger's sense of his whereabouts was very much at sea.

Prevented from getting off, he again subsided into slumber, and was not noticed until the train was pulling out of Maxville station, when a newspaper man suddenly remembered hearing the slumberer saying he was going to Maxville. The train was rapidly gathering speed when the conductor happened along, and his attention was drawn to the passenger.

"Well, if he isn't here still", said that official, who without any hesitation, pulled the emergency cord, and the train glided to a standstill and the man was awakened from his slumbers.

As the conductor was leading him to the exit he happened to look out of the window, and the passengers went into roars of laughter when they heard him say: "Well, that's what I call service. We have actually saved him a long walk, for his farmhouse is just across the fields there."

<http://news.google.ca/newspapers?id=BwkuAAAIBAJ&sjid=AtoFAAAIBAJ&pg=7302,2830449&dq=railway++railroad++train&hl=en>

**Friday 15/11/1929 Ottawa Citizen Montreal and Ottawa McAlpin**

Finds death of C.P.R. employe was accidental.

A verdict of accidental death was returned by a coroner's jury at McAlpin station last evening fter hearing evidence concerning the death of herbert Sproule, 64, laurel street, Ottawa, C.P.R. conductor, who was instantly killed on the afternoon of Nov.6, when he slipped under the whels of a moving freight train at mcAlpin station. Coroner H.H. Kirby, M.D., of Hawkesbury, presided. Five witnesses were heard, their evidence being that Sproule jumped off the moving train and slippe don the platform and under the wheels. Those who gave evidence were: Mr. Mcdermott, brakeman, and William Pearl, station agent.

<http://news.google.ca/newspapers?id=UKguAAAIBAJ&sjid=kNoFAAAIBAJ&pg=5900,7462732&dq=railway++railroad++train&hl=en>

**Saturday 23/11/1929 Ottawa Citizen Chaudiere Ottawa, Gladstone Avenue**

Account of an accident at Gladstone avenue where a C.N.R. freight train backed into a car on the crossing.

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At the place where the accident happened there are two railway crossings, one on the C.N.R. line connecting the Bank street yards and the yards at the Chaudiere and the other on the C.P.R. line between Broad street yards and Ellwood. Both are level crossings and while there is an electric bell and wig-wag signal at the C.P.R. crossing, the C.N.R. crossing is unprotected.

It was necessary for Mr. Wilson first to go over the C.P.R. crossing before he could reach the C.N.R. To one going in the direction in which Mr. Wilson was travelling there is a clear view, except for darkness, at night for at least two or three hundred yards along the C.N.R. tracks to the southeast. Just before the crossing to the south the track curves from the east where it connects up with the much-discussed cross-town tracks

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**Tuesday 26/11/1929 Ottawa Citizen Alexandria Ottawa, Laurier Avenue**

Must lengthen Laurier Bridge

C.N.R. goes ahead on cutting away embankment adjoining yards

laurier avenue bridge will necessarily have to be lengthened when the Canadian National Railways finishes the work of widening its yards, according to opinion expressed in reliable quarters today. The Canadian national at present is cutting away the high embankment on the east side of its yards south of the bridge in order to provide more track space and this operation will go under the east end of the bridge.

At present the bridge is unsafe according to Canadian national counsel who, in presenting an application to the Board of Railway Commissioners, declared that unless repairs to the bridge were made, the structure was in danger of falling. An inspection of the bridge will soon be made and the cost of the inspection will be paid by the Canadian National and the Ottawa Electric.

When the inspection is completed a new hearing will commence before the Board of Railway Commissioners on the application of the Canadian National for repairs and for apportioning the cost of these repairs as between the C.N.R. and the Ottawa Electric.

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**Friday 29/11/1929 Ottawa Citizen New York Central St.. Abert**

Fatally injured when car struck by freight train.

Arthur Boucher of Cambridge, Ont., meets death near Finch and wife suffers serious wounds

Finch. When the auto in which they were driving over a New York - Ottawa railway crossing at St. Albert station, ten miles north of Finch, was struck by a northbound freight train, Arthur Boucher of Cambridge, Ont., was fatally injured and his wife, seriously. Mr. Boucher passed away a few hours following the accident. Mrs. Boucher's injuries are not considered critical.

It was about 1.30 o'clock this afternoon that the accident happened. Mr. and Mrs. Boucher had made purchases at a general store close to the crossing and starting away from the shop drove onto the crossing without apparently noticing the approach of the train bound for Ottawa. The locomotive caught the car broadside and hurled it some 40 feet. Both occupants were thrown from the car. the two victims were given first aid by the train crew and medical attention was given by Dr. J. Gomerley of Crysler. Following Mr. Boucher's death, Coroner Martin Powers, M.D., of Rockland, was notified and travelled to St. Albert, where an inquest was opened. An adjournment was made until next week.

<http://news.google.ca/newspapers?id=XKguAAAIBAJ&sjid=kNoFAAAAIBAJ&pg=6904,9633966&dq=railway+railroad+train&hl=en>

**Thursday 05/12/1929 Ottawa Citizen Chaudiere Ottawa, Gladstone Avenue**

Urges protection at level crossing

Coroner's jury verdict on accidental death of William Watterson.

A verdict of accidental death was returned by a coroner's jury at the police station last night inquiring into the death of William Watterson on Nov. 27 from injuries received when an automobile in which he was a passenger was struck by a C.N.R. freight train at the crossing on Gladstone avenue. The verdict also recommended that some means of protection be installed at this crossing.

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<http://news.google.ca/newspapers?id=YaguAAAIBAJ&sjid=kNoFAAAAIBAJ&pg=7021,10442132&dq=railway+railroad+train&hl=en>

**Tuesday 10/12/1929 Ottawa Citizen Alexandria**

Description of a trip from Ottawa to Montreal.

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**Tuesday 10/12/1929 Ottawa Citizen Montreal and Ottawa**

Description of a trip from Ottawa to Montreal.

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**Tuesday 10/12/1929 Ottawa Citizen New York Central St. Albert**

Accident may follow against railway

N.Y.C. held responsible for man's death by coroner's jury.

Hawkesbury: That the N.Y.C. Railway was held involuntarily responsible due to the negligence of employes, was the substance of the verdict rendered on Saturday by a jury investigating the death of Arthur Foucher (sic). It is understood that a civil action will be taken by the family of the deceased against the railway.

The accident in which Mr. Foucher lost his life happened at St. Albert station near Finch, on Thursday, Nov. 28th last. The automobile in which he and his wife were riding was struck by the engine of a N.Y.C. freight and Mr. Foucher was thrown some 81 feet. he died about four hours later.

The evidence given at the inquest which was conducted by Dr. Martin Powers of Rockland was very conflicting, especially the point as to whether the bell or whistle of the engine was sounded.

The family of Mr. Foucher has gone so far in the civil action as to retain Mr. Marion of Rockland to represent them, while it is understood that Mr. Scott will act for the railway.

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**Thursday 13/12/1929 Ottawa Citizen Maniwaki**

Endorse project for new railway

Members of the Hull County council at their meeting held yesterday at the Hull Registry office fully endorsed the project for the building of the Amos-Maniwaki railway and promised the directors of the Abitibi Southern Railway company who are behind the project their moral support.

The resolution which was adopted unanimously was proposed by Mayor Edward Wallingford of North Templeton following an explanation of the project which was given by Engineer Theo Lanctot and Mr. A. Brodie, director of the company. Plans of the proposed railway were shown to the members and the advantages this railway would bring to the district were enumerated.

Big Strides in Power Project at Chats Falls.

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Today all is changed. It's now "a quaint little tentish town." and the vast transformation in so short a time by the contractors, Messrs. Morrow & Beatty, Limited, is evidence of what experience, organization and modern equipment can accomplish. Four hundred men are now at work; a right-of-way has been cut through the woods to the main line of the C.N.R. on the Ontario side and today steel is laid as far as the Quebec boundary; huge cranes upoad the great pieces of British Columbia fir and cedar; carloads of supplies for the work; the cookeries and the sleeping quarters were hauled in; tons of rock have been blasted and removed for the right-of-way, then came the grading gang and immediately following them were the men of steel. Everything suggests highly efficient organization. The crib work of the railway is to be utilized in part as the coffer dam and that structure has already been constructed for a length of several hundreds of yards, extending almost to Mohr's island which is the center of the river and will ultimately be the center of the work. With the completion of the coffer dam, construction of the permanent concrete dam nearly three miles in length, and the power house, will be commenced. Even for an organization as large as Messrs. Morrow and Beatty. It is not anticipated that their work can be completed much sooner than three years

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property damage is not anticipated except on the right-of-way of the C.N.R. line on the Ontario side; whether the railway will be reconstructed to curve away from the lake or a retaining wall built for a considerable distance has not yet been decided; in any case the difficulty occasioned by higher water levels will not be insurmountable and the line of railway appears to be the only place where damage could be attributed to these higher levels.

The abutments for two bridges on the island are ready for the steel, one with a length of eighty feet and the other one hundred feet, and when these superstructures are completed the last of the railway tracks will be laid and the contractors will operate their own rolling stock; from that time the work will proceed even more rapidly than has been the case up to the present.

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<http://news.google.ca/newspapers?id=baguAAAIBAJ&sjid=kNoFAAAAIBAJ&pg=6874,12425741&dq=railway+railroad+rtrain&hl=en>