

Local Railway Items from Area Papers - 1929

01/01/1929 Ottawa Journal

Kingston (CN)

Cataraqui

Didn't see auto until directly in front of engine

Crew tell version of level crossing tragedy in which eight lives were lost.

Brockville Ont., DEC. 31. - engineer James Whalen and fireman H. S. Dewey, both of Belleville, who were in charge of the engine hauling Canadian National train No. 14, when it hit an automobile and instantly killed its eight occupants at the Cataraqui highway crossing today, was still feeling badly shaken up when they came off duty on the arrival of the train here.

Suddenly appeared.

"I didn't see the car until it shot up the incline on to the track and was right in front of us," declared Engineer Whalen. "It was going north and could not be seen from the engine on account of the buildings which stand on the west side of the highway close to the railway."

The train was travelling 50 miles an hour, Whalen stated, and the engine hit the auto with terrific force just as it got immediately in front of the locomotive. The car was tossed up in front of the engine where it was held by the coupling beam and carried along in this position until the train was stopped. The rear of the car could be seen from the cab sticking out on the right. The engine block of the car was shattered and the remainder flattened so as to be hardly recognizable as having been an automobile.

Did not see it.

So quickly did the accident happen that neither engineer nor fireman saw how or when the bodies of the victims fell out. Apart from some damage to the steel pilot where it struck the car there was no injury to the locomotive which proceed with the train to Montreal.

03/01/1929 Ottawa Citizen

Kingston (CN)

Cataraqui

Negligence on part of car driver is blamed for deaths

Boys give dramatic recital of tragedy before jury at inquest in Kingston.

Kingston, Jan. 2 - the folly of motorists trying to best the train to level crossings was dramatically told this evening by two small boys at the inquest into the deaths of Alexandra Dupuis, one time of Proctor, Vermont; his wife and four small children, and Edgar Rivet and his wife of Cornwall, all of whom were instantly killed on the afternoon of the year's end at Cataraqui, a hamlet about four miles from Kingston, when they lost out in the dash to cross ahead of the Canadian National Chicago-to-Montreal fast train by a hair breadth margin.

The stories of the two small boys, Freddie and Arthur Sparks, age 13 and 9 years, lost nothing of its dramatic force by the simplicity of the telling. In brief the gist of the evidence was that they saw an automobile approaching the crossing and at the same time heard the whistle of the approaching train and saw it speeding towards the scene of the fatality. Freddie held out his hand to stop the car and as it drew up beside him shouted to the driver, "Hey mister, here comes the train if you don't stop you'll get killed."

Could make it.

The answer was an exclamation followed by the remark, "I can make it." Then, according to Freddie, "The car kept on down the road. I knew the train was going to hit it and I turned and watched. When it came to a stone house, close to the track it seemed to slaken speed, but it kept on and the train struck it. I then ran home and told mother."

The evidence of both lads was approximately the same and both was steadfast in their statements of warning the driver and of his reply. The lads explained that they were walking along the road to Kingston, hoping to get a free ride, and that the warning of the approaching train came to them from the usual engineers' crossing signals.

Heard warning whistle.

E. Sleeman and Thomas Burch, who lives close to the crossing, both gave evidence of the locomotive whistling for the crossing and of the speed of the approaching automobile which they placed at about 30 to 35 miles an hour: Sleeman stated that while he heard the trains. warning whistles he did not see it, but he watched the motor car through a window of his home.

"I knew from its position to the crossing and its speed that a collision was inevitable." He said, and added the significant phrase, "I have seen a good many cars go over the crossing and some of them made the hair stand on my head."

Engineer Whalen and firemen Dewey stated that the locomotive was travelling at a speed of about 55 miles an hour and that all crossing signals had been given, the engine bell ringing even until the car was struck and two long and two short blasts of the whistle sounded, the last blast being given not more than 100 ft from the crossing where the car was struck.

Ask crossing gates.

After hearing the evidence the jury were only a short time out when they returned the following verdict:

"We, the jury find the death of the party was due to negligence of the driver of the car and the petition the Canadian National Railways company to have gates erected at the crossing."

03/01/1929 Winchester Press

Kingston (CN)

Cataraqui

Eight Killed at Crossing

Two Cornwall families, Mr. and Mrs. Edgar Rivet, Mr. and Mrs. Alex. Dupuis and their four children all instantly killed when express train hit their car at crossing at Cataraqui about two miles west of Kingston, on Monday last. They were on their way to Peterboro to spend the New Year.

04/01/1929 Morrisburg Leader

Kingston (CN)

Cataraqui

Eight Cornwall people Killed

The home of Mr. and Mrs. Thos. Rivet, Cornwall, was being prepared for a happy New Year's day, when the sad news was received during Monday afternoon that their son and daughter-in-law, Mr. and Mrs. Edgar Rivet, had been killed in a railway accident at Cataraqui, Ont., near Kingston, and not only the Rivet home was saddened, but relatives of Mr. Alex Dupuis, who, with his wife and four young children were in the same auto and were also killed, are in a state of deep sorrow as a result of the terrible calamity that has befallen the two families. Not in the history of Cornwall has such a misfortune fallen with such fatal results.

The deaths are the result of the auto, in which the families were travelling, being struck by the Eastbound fast train on the Canadian National Railways. Alex. Dupuis and Edgar Rivet had been working in a marble works in Peterborough, and came home to spend the holidays. They left on Monday morning and took their families with them, travelling in Mr. Dupuis' Chevrolet sedan, the party consisting of Mr. and Mrs. Dupuis and their four children and Mr. and Mrs. Rivet, the latter a bride of only four months. The two families were to take up permanent residence in Peterborough, a house having been engaged by the men before they came home.

Mr. Dupuis is 46 years of age. He was born in Berwick. Mrs. Dupuis' maiden name was Mary McMurray of Verner, near Sudbury. She was in the 29th year of her age. Mr. and Mrs. Dupuis were the parents of four small children, all of whom were killed in the accident.

Derailment Cause of Delaying Train

Freight Cars off Tracks East of Apple Hill Station

Two cars of the C.P.R freight train No. 3603 eastbound from Smiths Falls to Montreal were derailed east of Apple Hill station this morning. The derailment occurred one mile east of the Apple Hill station, 60 miles west of Montreal at 9.15 o'clock.

No one was injured in the derailment, the cause of which had not, shortly before noon, been ascertained. The cars left the track but remained in an upright position upon the roadbed. It was stated by C.P.R. officials that upon the arrival of auxiliaries from Smiths Falls, which were expected about noon, the track would be cleared in short order.

Train No.19 leaving Montreal at 9.45 a.m. for Chicago was rerouted via Ottawa. The Smiths Falls local, shortly before noon was being delayed by the obstructed track but was awaiting its clearance before proceeding.

No damage was sustained by the cars which left the track. These were loaded with wheat and were bound for Montreal.

14/01/1929 *Ottawa Journal*

Winchester

Apple Hill

Derailment cause of delaying train

Straight cars off tracks east of Apple Hill station.

Smiths Falls. Jan. 14 - too cars of the C. P. R. freight train No. 3603, eastbound from Smiths Falls to Montreal, were derailed just east of Apple Hill station this morning. The derailment occurred one mile east of the Apple Hill station, 60 miles west of Montreal at 9.15 o'clock

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01/02/1929 *Ottawa Journal*

Ottawa Electric

OVR streetcar skids to edge of Somerset Street bridge when rear axle drops without warning

Twelve passengers kept cool and reached safety

30 foot drop to CPR tracks was possibility

Rear wheel wheels of swung over north side of bridge.

A broken axle on the rear truck of Britannia street car no 312 caused the streetcar to leave the rails, the rear end swinging out over the edge of the Somerset Street Bridge just after midnight, causing excitement among 12 passengers.

There was no panic. Some of the women passengers screamed at the sudden and unexpected jolt and swing. As the car settled down at a standstill none lost any time in making an exit.

The passengers at the front did not notice what had happened as soon as those near the back of the car. A Poulin, barber, 943 Wellington Street, said he was seated at the rear and did not notice anything wrong until the car gave a sudden lurch throwing some of the passengers from their seats.

Had close call.

Conducted Lawrence McAteer remained at his post as the rear of the car jolted about. Noticing that the back door of the car opened out into a drop of 30 feet. He quickly directed passengers out of the front door. The passengers did not realize what a close call they had until they got off the streetcar and were surrounded by smoke coming from a C.P.R. engine which was passing under the bridge. They realized had the car gone a little further its suspended weight would have carried it over the bridge. About half of the rear of the vestibule of the street car was suspended over the bridge.

Railing was gone.

When the car came to a stop part of the rear truck had broken through part of the flooring of the old bridge, and this railing was torn down for several yards..

The rear truck of the car rested on the outside of the wooden framework of the bridge. This seemed to be all that was holding the car from plunging over the side of the bridge to the railway tracks about 50 feet below.

Owing to the late hour at which the derailment occurred there was no great street car tie as most of the cars had already gone to the barns. Traffic from uptown was turned back from the top of the bridge and a jigger service was maintained to Holland Avenue where cars were switched to Britannia and the Civic Hospital. The O.E.R. wrecking car was rushed to the scene. The wrecking gang worked most of the night in order to have the line cleared for this morning.

The street car was in charge of Motorman Patrick Summers and Conductor Lawrence McAteer,

01/02/1929 *Morrisburg Leader*

Kingston (CN)

Iroquois

Floyd Graham, a young man of Hurlburt, today is alive and well, although his car was struck by the International Limited at the Canadian National Railways crossing about a mile east of Iroquois. Graham had slowed down to allow a westbound freight to pass, and failed to notice the eastbound flyer. His machine was thrown back against a fence and badly wrecked. Graham was not injured in any way.

04/02/1929 *Chronicle-Telegraph Quebe*

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.

04/02/1929 *Ottawa Citizen*

Winchester

Smiths Falls

Freight Car Kills Smiths Falls Man

Lloyd Maxwell, 21, Falls Under Moving Car While at Work in Rly. Yards.

SMITHS FALLS, Ont., Feb. 3. Lloyd Maxwell, 21 years old, son of Mr. and Mrs. William Maxwell, of Smiths Falls, was fatally injured late Saturday night when he slipped under the wheels of a moving freight car in the Canadian Pacific Railway yards here, one of his legs being completely severed from his body. The youth was taken to the public hospital, where he passed away at about 12:30 o'clock this morning.

Meager details of the accident are that the young brakeman was working in the yard when the mishap occurred. It is reported that the freight car had been cut off the train and Maxwell was attempting to make a switch when he slipped and fell beneath the wheels. When found the unfortunate young man was lying between the wheels of the two trucks and another quarter turn would have crushed him instantly.

Lloyd Maxwell was a well known and popular resident of Smiths Falls and had lived here practically all his life. He was the son of Mr. and Mrs William Maxwell and had only recently taken a position with the C.P.R. Last December he took over his duties as a brakeman, The young mnn attended St. John's Anglican church.

07/02/1929 *Winchester Press*

Kingston (CN)

Iroquois

An Iroquois despatch reports that Floyd Graham, of Hulbert, Matilda township, when travelling from Iroquois to his home, had his car struck at the gravel road level crossing, east of Iroquois by the International Limited. Mr. Graham escaped with a severe shaking up, not being thrown out of the car, the engine of which was, however, totally demolished, while the rear wheels were knocked off. Preparing to cross the tracks after a westbound freight train had passed, Graham failed to notice the approach of the fast train.

Work on the construction of the new 25-car siding on the Canadian National Railway, two and a half miles east of Prescott, is progressing favorably. The siding is being built to take care of the large quantity of material necessary for the work in connection with the buiding of the grain elevator, and will make a short haul from the siding to the waterfront.

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 i 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.

Injured When Hit By Engine Bumper

Henry Umphrey mistook Speed of Train.

CARLETON PLACE, Feb. 21 Struck by the engine bumper of an eattbound C.P.R. train here tonight. Henry Umphrey of Lake avenue narrowly escaped serious injury. He was thrown to the right of way with considerable force and suffered a broken nose and cuts to the face as well as shock.

As the train was approaching the Carleton Place station. Mr. Umphrey, believing it a slow freight, and that he had plenty of time, started across the tracks. He had just stepped clear of the tracks after the crossing when the bumper, which projected to the engine's side, caught him throwing him to the ground.

First aid treatment was given by Dr. J. A. McEwen who found that in addition to the facial injuries, Mr. Umphrey was suffering from shock. The injured man's condition was given as somewhat improved late tonight.

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.

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 austerely.

"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.

Compartment Cars on Montreal Trains Now

New Idea in Half Century of Railroadng.

When the Canadian Pacific started operating compartment observation, cars on their evening train to Montreal, there was instituted something new in the history of more than 50 years' railroading between Montreal and Ottawa. Compartment cars on night runs are no new thing, but on day runs such as this, they are unique as far as Ottawa is concerned. The objection to the ordinary parlor car from a business man's standpoint, if that he can enjoy no privacy, what he says and what he does being both very audible and obvious. This car permits business men to hold a conference, to dine in private or to enjoy a rubber of bridge.

Dining cars are also replacing some of the buffet cars on the meal-time runs.

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.

Ottawa Company Gets Big Contract

The direct value to the business interests of Ottawa in the industrial development progressing in outside points is illustrated in the awarding to the Ottawa construction firm of Wright & Company, Inc., of a large contract from the Foundation Company of Canada, which firm is erecting the huge papermill for McLaren Brothers at Buckingham, Quebec. The Wright & Company contract calls for 450 carloads of crushed stone, approximately 30 train loads, to be used in the construction of the McLaren Mill. The Wright company also supplied crushed stone for the Chateau Laurier addition.

Brockville Youth Injured By Train
Elmer Kelly Loses When Run Over.

BROCKVILLE, Ont., April 1. Elmer Kelly, 14-year-old son of Mr. and Mrs Albert Kelly, Center street, was the victim of a painful and serious accident in the Manitoba yards of the Canadian National, yesterday afternoon, about one o'clock. The boy, who was with a number of companions, attempted to board fast freight No. 490 which was entering the yards and in some manner he slipped with the result that his right foot went beneath a wheel and was crushed at the ankle. He was removed to the general hospital where the injured member was amputated

13/04/1929 *Ottawa Journal**Maniwaki**Gracefield*

Brakeman Falls And Breaks Leg

Alighting from a moving Canadian Pacific Railway freight train which was arriving at Gracefield station shortly before five o'clock yesterday afternoon, a brakeman, Charles Oliver, 871 Somerset street west, fell to the platform and received a broken leg and slight head injuries. First aid treatment was given by Dr. A. Desjardins, of Gracefield, and following this Mr. Oliver was conveyed to Ottawa where he is under the care of Dr. T.A. Watterson,

19/04/1929 *Morrisburg Leader**Kingston (CN)**Cornwall*

A Scotch lad named James Mates, seventeen years of age, passed away at the Cornwall General Hospital last evening about 7.30 o'clock as the result of serious injuries with which he met when he fell off a freight train as it pulled out of Cornwall about 11 o'clock yesterday morning. Mates and two friends J.G. Knowles and Kenneth R. Wainwright, came to Canada from Scotland in October last year. For some time Mates worked on the C.P.R. at Three Rivers, and later was in Ottawa. He afterwards went to Montreal and he and his chums who are young men of about twenty years of age, decided to beat their way from Montreal to Toronto in search of work, and they were on this trip riding a freight train when young Mates met with the accident which resulted in his death.

19/04/1929 *Ottawa Citizen**Kingston (CN)**Cornwall*

Is Fatally Injured In Fall Off Train

Seventeen-Year-Old Scotch Lad Dies Short Time Later At Cornwall, Ont.

CORNWALL, Ont., April 18. Fatally injured when he fell off a Canadian National freight train, James Mates, aged 17 years, a Scotch lad, died from his injuries several hours later, at the Cornwall General hospital tonight. Mates and two friends, J. G. Knowles and Kenneth R. Wainwright, came to Canada from Scotland in October of last year. Mates worked for the C.P.R. at Three Rivers, Que., for some time and then went to Ottawa, afterwards going to Montreal where he and his friends, who are about 20 years of age, decided to beat their way to Toronto in search of work and they were on this trip when Mates met his death. The three men were riding on the box car and Knowles saw Mates fall from the train. The train stopped at Wales and the two young men walked back to Cornwall to find their chum. On their arrival they learned that Mates was in the hospital in serious condition. The Injured young man was found by Mr. Brennan. who was walking from the diamond to catch a train at Cornwall.

The boy's father was killed during the Great War while serving with the Yorkshire regiment and his father's medal was found on the track after the accident. His mother has since married, being now Mrs. A. Bennett, and resides at 27 Vicker street, Grangestown, Yorkshire, England. Word of her son's unfortunate end will be sent to her. Dr. Charles A. Stewart, coroner, will hold an inquest.

20/04/1929 *Ottawa Citizen**Chalk River**Almonte*

Farmer is Instantly Killed by a Train!

ALMONTE, April 20. When his horses became frightened at the Pembroke C.P.R. train and ran onto the railway track at Wylies Milling Company here shortly after 10 o'clock this morning, Gravelle Toshack, a farmer in the township of Ramsay, four miles from here, was struck by the train and instantly killed.

Mr. Toshack was thrown about fifteen feet from the track and when picked up was dead. One of the horses was also killed and the wagon completely demolished.

Mr. Toshack with his son had come into town and had stopped at the Producers' Dairy, which is close to the track. His son went into the dairy and during his absence the train passed through the town. The horses became frightened and started to run away. Mr. Toshack, not realizing that the train was so close, did not jump from the wagon.

It is likely that an inquest will be opened this afternoon.

20/04/1929 *Ottawa Journal**Chalk River**Almonte*

Almonte Farmer Killed By Train

Gravelle Doshack Meets Instant Death When Horses Are Frightened

ALMONTE, April 20. - While crossing the railway line at Wylie's crossing, Almonte, this morning, Gravelle Doshack, a prosperous farmer of the district, was knocked down and instantly killed by the 10.17 C.P.R. train.

Mr. Doshack was driving a team of horses and had stopped at the Producer's Dairy to wait for his son. As the train approached the horses, evidently frightened, ran right into its path and the vehicle was shattered. One of the horses was cut in two, while the other escaped.

The victim was well known in the township of Ramsay, where he had been a farmer for many years

23/04/1929 *Ottawa Citizen**Kingston (CN)**Kingston*

Convict Train Leaves Kingston For West

170 Prisoners Moved From Portsmouth Pen.

KINGSTON, Ont., April 22. Tonight a special convict train left over the Canadian National Railway with 170 from Portsmouth penitentiary, for penitentiaries to western Canada. The train being in charge of Inspector E. R. Jackson, of the penitentiaries branch. Ottawa, and Deputy Warden Cummings, of Dorchester penitentiary.

Seventy prisoners are consigned to the provincial penitentiary in Manitoba. and the remainder go to Saskatchewan. The train was made up of four specially fitted out coaches, with substantial bars at each window, in addition to which there was a commissariat coach with cook house and stores, a coach for the officers in charge and a baggage car. A small army of penitentiary officers from the other institutions in the Dominion came to Kingston today to assist in guarding prisoners during entrapment and en route to the West.

25/04/1929 *Ottawa Citizen**Kingston (CN)*

Convicts Reach Winnipeg

WINNIPEG, Man., April 24. The convict train, bearing 170 prisoners from Kingston, Ont., to Western penitentiaries, reached here today. Seventy prisoners were immediately transferred to Stony Mountain penitentiary, a few miles north of Winnipeg, while the remaining 100 continued the westward journey to Prince Albert penitentiary.

26/04/1929 *Morrisburg Leader**Kingston (CN)**Kingston*

On Monday afternoon 172 long term prisoners of the Portsmouth Penitentiary left on a special C.N.R. train for the West. Seventy prisoners are consigned to the Provincial penitentiary in Manitoba, and the remainder go to Saskatchewan.

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.

Hurled 120 Feet to Death
William Cooke, of Cobden, is Killed by C.P.R. Train.
PERTH, Ont, May 5. William Cooke, of Cobden. local agent for Rawleys Food products, was instantly killed when struck by the west bound 11.30 C.P.R. train at Conlon's crossing, two and a half miles from town on Saturday morning. The victim was returning from a business call at the farm of Peter Conlon and drove through the crossing gate and dismounted from his car, to close the gate. He re-entered the automobile and began to cross the track when he and the car were hurled into the air by the express train. The high west wind which blew directly into the face of the engine assisted in preventing the sound of the locomotive reaching the driver. The man was hurled 120 feet and the car half the distance. Mr. Conlon witnessed the accident but was unable to give an alarm in time to prevent the tragedy. Upon reaching the wreck Mr. Conlon made a search for the victim and found him a considerable distance farther away. Mr. Cooke died instantly receiving a fractured skull and having both legs and arms badly broken.

Telegram Is Sent From Moving Train
First Message of Its Kind Is Received By The Journal
History was made on Sunday when telegram and telephone messages ware sent from a C.N.R train which wss travelling 30 miles an hour. The Journal was the first in Ottawa to receive a telegram of this kind. The message from The Journal man on the train follows:
Toronto, May 5, '29.
The Editor.
The Journal Newspapers,
Ottawa. '
This message is sent you from Canadian National train travelling north trom Toronto. . Demonstration a great success.
V. M. K.

Mr. Robt. McKeegan, assistant signal operator on the local section, C.N.R., narrowly escaped death on Thursday of this week. Mr. McKeegan, accompanied by Mr. E. Davis, (in charge), were covering their section in a "speeder", and just as they approached a man and his dog, standing at a point below the churches, the dog attempted to cross the track, and was struck, derailing the speeder and throwing the occupants. Mr. Davis escaped injury, but Mr. McKeegan was severely cut and bruised. In an attempt to cross the track after the accident, Mr. McKeegan collapsed from his wounds, and as the west bound fast train was by this time approaching, he had to be carried to safety by the other two men. It is reported that Mr. McKeegan will probably be confined to his room for several weeks.

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Fast Train Smashes into Car at Crossing
Mr. Harry Gallagher, of Tpyes Hill, a few miles from Winchester Springs coming to Winchester in his Chevrolet car this morning, was caught at the railroad crossing here as the limited express was passing through at a rate of over 50 miles per hour, and his car smashed into splinters, himself thrown across a road south of the track. To what extent he is injured is not known, but he was living when picked up and taken to Smiths Falls hospital, with Dr. McLaughlin in charge, on the train that struck him. The particulars, so far as can be learned are these. Owing to the very heavy wind blowing from the west, and being in a closed car, Mr. Gallagher did not hear the whistle of the fast express that passes through here at quarter to twelve, noon, and he evidently did not look east for the train as those who were nearby at the time shouted to him and tried to attract his attention. He nearly got over, when the big locomotive caught the rear of his car, threw it across the south track to the side of the road, and Mr. Gallagher landed on the far side of the road. He was conscious when picked up. The express having come to a stop, backed to the station, and Mr. Gallagher was placed in the baggage car whti Dr. McLaughlin in charge and taken to Smiths Falls. A phone message received at the Press office from Dr. McLaughlin just before going to press says that Mr. Gallagher had been taken to the hospital and had stood the trip well. He had six ribs broken, and was otherwise cut and bruised, but suffered most from the shock. Dr. McLaughlin stated that he was resting nicely and unless unforeseen complications set in he ?? make a complete recovery
Balance is missing.

Damage on Lake Shore as Waves Batter Railway
Some C.P.R. Trains Re- Routed Owing to Trouble At Britannia. "Jigger" Service Above Avlmer.
The high water on the Ottawa river and wind of yesterday and Thursday has caused considerable damage to wharfs, cottages and railway ballasting along the shores of j Lake Dcschenes. There is a washout ' on the eastbound track of the Hull Electric Railway between the Cedars and Queen's park, 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 line yesterday. 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 to Queen's park 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.

Fatally Injured When Train Hits Car on Crossing

Henry Gallagher, Winchester Springs, Fails to See Express as He Drives to fatal Spot.

KEMPTVILLE, Ont., May , 16, When the motor car, of which he was the only occupant, was struck by the Montreal-Chicago fast train, at the Winchester crossing this morning, Henry Gallagher, aged 26 years, of Winchester Springs, was fatally injured. He died In a Smiths Falls hospital this afternoon from shock. An inquest will be held.

The train, which does not stop at Winchester, was travelling at about 50 or 60 miles an hour when it struck Gallagher's auto broadside and shattered it to atoms. At the time of the accident a freight train was shunting a short distance to the east of the crossing, and it is thought that the unfortunate man did not notice the approach of the express on account of this. Following the crash the train was brought to a stop and the injured man, with Dr. P. Mc Laughlin, of Winchester, were taken aboard and brought to Smiths Falls where the former was admitted to the hospital.

Gallagher, in company with Robert Kirkwood, left Winchester Springs in a small coupe and went to Winchester where the latter got his car out of a garage. They were on their way home, Kirkwood driving ahead and Gallagher a short distance behind him when the crash occurred. Kirkwood got over the crossing before the arrival of the train.

In the smash Gallagher's auto was hurled about fifty feet through the air by the force of the impact, and fell in splinters. Gallagher was thrown out and was hurled about forty feet further.

The late Mr. Gallagher is survived by his widow, formerly Mary Gibson; his parents, and one brother, Earl. No funeral arrangements have been made yet.

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Accident Proved Fatal

The accident that occurred at the railroad crossing here on Thursday morning last, when Harry Gallagher, of Winchester Springs, was hurled some thirty feet when his car was struck by the fast express, resulted in the death of the young man a few hours after his arrival at the hospital in Smiths Falls.

Harry Gallagher, Toys Hill, died at 4.40 last Thursday afternoon in Smiths Falls Hospital as a result of injuries and shock suffered when his automobile was struck by an express train on a level crossing at Winchester at 11.45 Thursday morning. The automobile was literally smashed to atoms. Mr. Gallagher was picked up in a semi-conscious state following the accident and was rushed to Smiths Falls where medical men, after examining him were confident that he would recover. His death came unexpectedly and is believed to have been due to shock, as an X-ray examination failed to disclose internal or other injuries that might have caused him to succumb. The body was taken to Winchester Friday morning and was viewed by a jury empanelled by Dr. Peter McLaughlin coroner. The inquest was adjourned until 10.30 Tuesday.

Coroner's Inquest

An inquest was held in the town hall, Winchester, on Tuesday morning by Coroner Dr. McLaughlin, and presided over by County Crown Attorney Harkness, of Cornwall. The jury was composed of the following: T. O. Keyes, foreman, and Messrs L. J. Dixon, L. Boyd, Wm. Johnston H. Annable, K. Helmer, H. Melvin, M. Davidson, R. McQuaig, W. Shaver, Chester Robinson and R. Elliott.

The verdict arrived at was as follows: "We the undersigned jurors, agree that Harry D. Gallagher came to his death on May 16th, 1929 from being hit by the fast express, No. 19 at the crossing east of the station at Winchester, according to the evidence we consider his view was obstructed by the way-freight on the siding which was the cause of the accident. We recommend that better protection be provided for the safety of the public at this Crossing."

The evidence given at the inquest was as follows:

The first witness called was Mr. Clifford Summers, who testified that he had heard the whistle of the fast train blowing from where he sat at the freight sheds, and saw it go past the freight train on the siding, but could not see the man get hit for the back of his own car. He ran over to the crossing and Mr. Gallagher was lying on the south side of the track west of crossing. He was unconscious when he reached him. Mr. Summers stated that a man driving across the crossing could hardly see a west-bound train until almost on the crossing, due to the way freight on the siding below the road.

Mr. Robt. Kirkwood was next called and testified that he had been up at the station with Mr. Gallagher and had started for home in front of him. He did not see the train until on the crossing and was only in second gear at the time. He did not hear the bell at the crossing or the train whistle. His details of the accident was similar to those given by other witnesses.

Messrs Dodd and John Mallory, both witnessed the accident, substantiated the evidence of the preceding witnesses in that the way-freight blocked the view to some extent, of the track to the east. They both heard the whistle of the train as it approached the crossing.

Mr. David Hummel, asst. agent, who was at the freight sheds at the time, next gave evidence similar to that of the other witnesses.

Mr. Thos. Martin, the engineer of the fast express, was next called, and testified that he had seen the car driven by Mr. Kirkwood was crossing the tracks, but as they were a reasonably safe distance away, had not applied the brakes. He next noticed the car of Mr. Gallagher approaching the tracks, it being about 20 ft. away from the tracks at the time that he saw it, while the train was about 800 ft. away. He immediately applied the emergency brakes, but the train was travelling at 60 miles per hour. had covered the distance before Mr. Gallagher could get across, and the car was struck. The engineer testified that a man should have been able to see his train when 20 ft. off the crossing, for he could see the car when it was a full length from the tracks.

Mr. Miskelly, conductor of the way freight, testified that one could see at least 800 ft. down the track past the freight of which he had charge from 20 ft. off the tracks, for he had purposely looked after the accident had happened. He stated that it was not customary for trainmen to protect the public crossing unless the train of which they had particular charge was moving about the crossing. After his evidence the jury was called upon for its verdict, and the above verdict was brought in.

New Railway Cars Come Here Tuesday

C.N. Railways Will Put New Equipment on Ottawa-Montreal Trains.

Something absolutely new both for the railway and for its patrons will be seen Tuesday on the Canadian National, when the morning train in from Montreal, and the afternoon train out, will carry sun parlor observation cars with radio equipment and elaborate buffet service. These cars will very likely be the only cars in the world at present that boast of solarium and radio in the same style of coach.

Equally novel will be the new day coaches, which have individual seats. These can best be likened to those now in the better class of busses except that the seats are blue plush. Introduced on the Montreal-Chicago line last week they have already found great favor with the travelling public. Making travel more comfortable and popular with the day coach passenger is a move that is progressing rapidly all over America and this new gesture toward further travel luxury allies Ottawa early in the comfort campaign.

06/06/1929 *Winchester Press**Winchester**Monkland*

Four Killed at Railway Crossing near Monkland

Another terrible accident occurred at a railroad crossing near Monkland on Tuesday afternoon when four people were killed and one woman badly injured. The accident, which was witnessed by Nathan Robinson who was working in a field just north of the track, indicated that the passengers in the ill-fated car waited for an eastbound freight to pass the crossing, and as soon as the track was clear from that direction, continued on their way, apparently failing to see the oncoming train from the east.

The car was literally torn to pieces, the main part of the body being found on the north side of the tracks a few feet from the crossing, while the gas tank, part of the top and some small parts were a few feet beyond the crossing on the south side as were also three suitcases containing personal effects of the victims.

The bodies of the two young women were found on the south side of the eastbound track not more than 100 feet from the fatal crossing. Mrs. Giroux, who was the only one to escape, when picked up, near the body of her daughter, was found to be suffering from a scalp wound several inches long. She, with Bruno Giroux, who died on his way to Smiths Falls, where they were taken on the freight train, was unable to give any explanation of the accident. In the coat of Bruno Giroux was found several bills of lading, dated at Cobalt on May 27th, showing that the Giroux household effects had on that day been shipped to Cornwall over the T. and N. O. Railway, the party apparently being on their way to Cornwall to make their home here.

The train, when it struck the touring car, was not going more than 20 miles an hour, and it stopped within two or three hundred feet of the crossing.

The coroner, Dr. Howard Munnro [sic], of Maxville and C. A. McHugh, C. P. R. Division superintendent at Smiths Falls, arrived on the scene shortly after the tragedy. News of the event spread about the countryside rapidly and all through the late afternoon cars full of morbidly curious people arrived to view the bodies of the victims and the wrecked car. The removal of the bodies from the spot where they had been placed along the track to the freight shed a quarter of a mile away, was arranged as soon as the coroner arrived. The coroner immediately empanelled a jury, which viewed the remains, after which adjournment was made to a date to be fixed.

One daughter, Miss Irene, aged 17 years, who was of the unfortunate party, remained with friends at Plantagenet, where they had remained over the night before to attend a wedding. And the decision saved her life. On her is now the responsibility of looking after the funeral of those killed.

06/06/1929 *Ottawa Citizen**Prescott**Prescott*

Auto Knocks Tank Car From Rails

Ogdensburg Man, Returning from Ottawa, is Instantly-Killed at Crossing.

PRESCOTT, June 6 - E.J. McDermott, 46, of Ogdensburg, was instantly killed last night at Rooney's Crossing, about 4 miles from Prescott when his Pontiac coupe crashed into a freight train. He was returning from Ottawa and was driving alone and as the car climbed a slight incline at the crossing it smashed into the side of a tank car with such force that the tank car was derailed and the car was carried a distance of 30 feet by the eastbound freight before it was halted.

The body was moved late last night to G. P. Robinson's undertaking parlors, Prescott, and Coroner McPherson in giving a verdict of accidental death, declared that death was due to loss of blood from a deep cut in the throat. Mr. McDermott had resided in Ogdensburg about five years and was employed by the New York State department of labor as a boiler inspector. He was an ardent sportsman and his visit to Ottawa to attend the races had been planned for several weeks. The body was removed to Ogdensburg this morning.

18/06/1929 *Ottawa Journal**Smiths Falls**Chaffey's Locks*

Train Delayed By Derailment

A freight train derailment near Chaffey's Locks this morning caused C.N.R. passenger train No. 8, running between Toronto and Ottawa to reach the Capital 3 hours and 30 minutes behind schedule. Due at 7.05 standard time, it did not arrive until 10.25

The derailment caused little damage to the train and no injuries to its crew, although two of the cars jumped the tracks. The cause of the accident has not been determined.

20/06/1929 *Winchester Press**Winchester**Monkland*

The coroner jury in the Monkland Railway tragedy of two weeks ago recommended that safety devices be placed at the crossing, If the railway companies would place above their usual warning signs the words "Double track" and "Look Both Ways" it would help a lot.

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.

Remarkable Escape of Many Persons As Ottawa-Montreal Passenger Train In Crash

C.N.R. Train Runs Operi Swtch. Plows Into Freight Cars, Demolishes Corner of Alexandria Station. Much Wreckage. Fireman Only One Hurt, Injured as He Jumps

Alexandria, Ont., June 25th - when Canadian National Railway train number 50, from Ottawa to Montreal, carrying about 150 passengers, ran into an open switch about 500 feet west of the station here this afternoon, it plowed into a string of freight cars placed on the siding and pushed them over the open end of the siding into the station, demolishing the south-west corner.

Fireman A. E. Ricketts, of Montreal, the only person to receive an injury, suffered a broken collarbone, severe bruises and possible internal injuries, when he jumped from the locomotive shortly after it came to rest after plowing up several feet of the roadbed. The train was in charge of conductor George Keeler, of Montreal. Paul Lalonde, also of Montreal, was engineer. He jumped immediately after his fireman, but did not receive any injuries. The superintendent of the Montreal division, Alex McNaughton, was notified of the wreck, and he ordered the train in charge of conductor Harry Banfield, Hawkesbury, running from Hawkesbury to Glen Robertson the station east of here, to the scene of the accident, and when it arrived the two day coaches and a parlour car of the wrecked train were coupled on to it and taken to Coteau, where another engine was procured for the remainder of the trip to Montreal.

The passengers arrived in Montreal 45 minutes late. Mr. McNaughton arrived here on the six o'clock train to take charge of the wrecking crews and to gather particulars for the investigation, which will be held in Montreal this morning for the purpose of determining who was responsible for the switch being open. The main line was not blocked at any time, and the service between Montreal and Ottawa was not interrupted. Wrecking crews from Ottawa and Montreal were called to clear up the wreckage.

The wreck occurred about 3.47 o'clock. Train No. 50 was entering the station, and about 30 feet from where it ran into the open switch, it struck a derailer, tearing it out of the road bed, 25 feet further on the engine left the track and plowed up the road bed, the cow catcher digging into it. The track was torn up and the rails were smashed into several pieces.

Car of wheat spilled.

The engine telescoped a car of wheat consigned to the D. Markson flour mills, and the contents were spilled all over. When the engine struck the string of freight cars it shoved them along the siding out over the open end to the west of the station and through the station yard right up to the corner of the building. Had the engine not dug into the roadbed, the cars would most likely have taken the whole rear wall out of the station and many lives might have been lost, as there were many persons on the station platform waiting for the arrival of the train. Three other freight cars were damaged beside the one which was telescoped and completely destroyed. The car which struck the station was broken open at one end and its frame twisted. Another car, about halfway in the long line, was loaded with lumber, and when the impact came its load shifted, causing several pieces of lumber to crash through one end. The third car, which was next to the car of wheat, was thrown off the rails and was badly broken. A number of handcars, used by the section men and the work gang, who were ballasting nearby, was smashed into tinder. They were to the rear of the string of boxcars.

Emergency calls.

As soon as the crash came, The Station Agent, G.W. Shepherd, put in an emergency call to the local telephone exchange, which in turn quickly notified Doctors E. Charbonneau, J. T. Hope, and M. Markson, and fire chief Max Seger. The doctors were on hand quickly, and fireman Ricketts was receiving aid from the train crew, who had placed him on a stretcher when Dr. Markson arrived. The injured man was placed in a Bell Telephone Co. truck and driven by J. T.

Bottomley, foreman for the telephone company, to the doctor's office. Here, Dr. Markson set the broken collarbone and closed up a cut on the fireman's nose with two stitches. Dr. Markson stated that the injured man was black and blue from bruises, and it was probable he was injured internally. As soon as he had received medical treatment, Mr. Ricketts was placed on the train and taken to Montreal, where X-ray photographs will be taken to determine the extent of his injuries.

The fire department responded to the call with a chemical truck, but fire did not break out in the wreckage.

Passengers just shaken.

There was no damage done in either of the three coaches of the passenger train or the baggage car, with the exception that when the impact came, the water cooler in each car fell over and splashed its contents over the floor of the coaches. The passengers were shaken up, but did not become very frightened. The fireman and engineer left the engine just about 20 feet from where it came to a stop. Had they remained on it till then, they would have been instantly killed, as the cabin of the engine and the front of the tender jammed together. Both the engine and tender were off the tracks and one wheel of the express car left the rails. These were the only cars comprising the passenger train to leave the rails.

All evening curious crowds gathered around the wrecked locomotive and Assistant Chief of Police. Z.J. Courville had plenty to do keeping the adventurous from climbing onto the engine as it lay half on its side being kept from sliding into the ditch by a pile of cedar fence poles. The Ottawa wrecking crew, under Foreman George Pallett, arrived here at 8 o'clock with conductor R.H. Eddie in charge of the train. The Montreal crew arrived at 8:30 o'clock and the two crews, directed by superintendent McNaughton, worked all night to get the wreckage cleaned up.

Solid brick building.

Station Agent Shepherd stated that he heard the crash when the locomotive met the string of boxcars. It was not very loud and within a few seconds, the plaster began to fall inside the station, caused by the boxcar striking the corner and pushing the rear wall about 6 feet out of place. The station is solid brick and was damaged in only one corner.

As far as could be ascertained there was only one man in the waiting room of the station, when the box car struck it. He was De L. McDonald and gave his impressions to The Citizen reporter. The first intimation of anything out of the ordinary was when he saw the plaster falling. He looked around and saw the freight cars right up to the station. He ran out and was one of the first persons to give aid to the train crew.

F. Service, Roadmaster for the Alexandria subdivision was in the station when the crash came. He ran out and when he saw what happened, notified the Montreal office. He then ran to the wreck and gave assistance.

A Remarkable Escape.

One of the most remarkable escapes was that of Joseph Marcoux, a taxi driver, who was standing near his car when the crash came. He jumped into the auto, put it in gear and stepped on the starter. His car plunged forward over the station platform and the freight cars in passing came so close that a spare tire on the back of his car was covered with paint from the side of the freight car.

A telegraph pole was snapped off at the base by the cars but the wires did not break.

The only Ottawa member of the crew was Morris Brennan, 449 Cooper Street, who was express messenger. He remained here and returns to Ottawa tonight. Other members of the crew were B Myers, baggageman and A. Barnhart, trainman, both of Montreal.

The wrecked train left Ottawa at ?? o'clock standard time. Of the string of freight cars on the siding, thirteen of them had been placed there this morning, being received from the through freight and the way freight, about half the cars were empty the others containing lumber.

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."

Man Killed And His Son Hurt In Crossing Smash

Isaac Diotte, Merchant of Duclos, Que Meets Death And Isidore Diotte, Aged 15, Severely Injured.

Clear View From Road; Whistle Blown Twice

Injured Boy Attributes Fatality to Failure of Truck Brakes to Work.

Colliding almost head-on with the C.P.R. Maniwaki-Ottawa passenger train, due in Ottawa about 6 o'clock last evening, Isaac Diotte., merchant, of Duclos, Que., driving a Ford truck, was fatally injured at the Hammond crossing on the Chelsea Road, about half a mile from Ironside. His son, Isadore, aged 15 years, was seriously injured and is a patient at the Ottawa General Hospital, Water Street, where it was stated that he has a fair chance to recover.

The truck was completely demolished and its parts and contents of general merchandise were strewn along the track for about a hundred yards. Following the crash, the train was brought to a stop and the two accident victims were placed aboard and brought to the city. From the station they were conveyed to the hospital in Burney and Son's ambulance. Mr. Diotte passed away as he was admitted to the hospital. His neck was broken and his skull fractured.

More.

Engineer Says Autoists Threw Kisses at Him

James Dunlop Declares He Never Saw Motorist Stop For Crossing, at Inquest Into Ironside Fatality.

"I never saw one stop for a crossing yet. You never know whether they are going to stop or not why they have turned and laughed at me. They have even thrown kisses at me "

Such was the vehement denunciation of the general conduct of motorists in trying to beat a locomotive over level crossings, which featured the evidence of James R. Dunlop, locomotive engineer, at the inquest last evening into the death of Isaac Diotte, of Duclos, Quebec, who succumbed to injuries received when his motor truck was demolished in a collision near Ironside with a C.P.R. Maniwaki-Ottawa passenger train on Friday, June 28. The jury returned a verdict of accidental death.

The chief witnesses were the members of the train crew, and the evidence presented indicated that the whistle had been blown at the regulation distance from the crossing and also again within 200 yards of the highway; that the bell was sounded; that the train was travelling on scheduled time, and stopped, upon the application of the brakes, within one train length beyond the scene of the accident, and that the view was unobstructed.

The witnesses who testified were: Emile Le Blanc, of Ironside; Leonard Gumbley; Dr. J. E. DeHaitre, who attributed death as being due to shock and hemorrhage; Isaac Thompson, train baggage man; Lome Richardson, fireman, and James R. Dunlop, locomotive engineer.

The Canadian Pacific Railway Company was represented by Cuthbert Scott, local solicitor, and E. S. Chapham, district claims' agent, legal department, Montreal, while P. Dubois was present on behalf of the family of the deceased.

Coroner Dr. J. E. Craig considered that it was unnecessary to adjourn the inquest in order to hear Isidore Diotte, the fifteen-year-old son of the deceased, who is at present in the Ottawa General Hospital with serious injuries as a result of the accident. The coroner stated that he did not think the boy could add any new light on the fatality.

Two Women Hurt In Derailment On Alexandra Bridge

Mrs. C. Lahaie and Mrs. J. B. Massle In Hospital - Hull Car Crashes Into Iron Railing.

Two women. Mrs. Clement Lahaie, of Massop, [sic] P Q. and Mrs. J. B. Massie, 34 Dollard street, Hull, passengers in a Hull Electric "Belt Line South" street car that jumped the track on the Hull side of the Interprovincial Bridge yesterday were removed to Water Street Hospital immediately after the accident suffering from minor abrasions.

Though no serious injuries could be discovered at the time, both were X-rayed and are being kept in the hospital until the plates have been developed. The motorman, Edward Boucher, of Aylmer, and three other passengers of the car were uninjured aside from a severe "shaking up."

Crashes Into Railing

According to an eye witness, the street car, which left Ottawa at 2.52 p.m. was going down the slight slope on the Hull side of the bridge when it jumped the tracks, the front of the car veering across the roadway on the right hand side and crashing into the iron railing. The car was going between six and eight miles an hour when it left the tracks.

The slow rate at which the car was travelling undoubtedly averted a serious accident for it would have dropped about 45 feet had the railing failed to check it in its course. Other contributory causes for the lightness of the injuries sustained were Motorman Boucher's prompt jamming on of the brakes and the fact that only six people were in the car at the time.

Traffic Holdup

According to the Hull Electric Company officials, the one man car, which had only single trucks, that is to say, four wheels in all, was more liable to jump the tracks than the common double-truck type would have been. It took about 20 minutes to get it back on the tracks again, all street car traffic across the bridge being suspended during that time, and when this was accomplished it was found that the front step, door and bumper had been so damaged by the impact that it would have to be taken to the shops for repairs.

The three passengers on the car who escaped uninjured were: Mrs. Joseph Desloges, 92 Levis street, Hull; Miss Jean St. Laurent, 35 Archambault street, Wrightville, and Omer Cousineau, 156 Nelson street, Ottawa.

Officials of the Hul Electric Company said last night they had been unable to determine the cause of the derailment.

Find Man's Death Was Accidental

Coroner's Jury Decides CircusTrain Killed Hasbrook Smith of Alfred.

The question of determining which of three train struck and inflicted fatal injuries to Hasbrook Smith, an Alfred, Ont., man who was found dead on the track of the Canadian National Railways about 100 yards west of the overhead crossing on the Metcalfe road at Billings Bridge, was left to a jury inquiring into the man's death last night.

The inquest was held in the County Court House, and was presided over by Dr. J. E. Craig, coroner, and witnesses were members of the train crew that found the body on the railway embankment.

Two trains passed the point where the body was found before a member of the train crew of the last train noticed him lying there and pulled the train to a standstill. The previous trains were the Ottawa-Toronto express, and extra train number 3489. The last train was one conveying a circus from Ottawa to Belleville. Following the evidence, the jury returned a verdict of accidental death. Smith being struck by the circus train while trespassing on a railway track. Members of the train crew that gave evidence were Alexander Gauvreau, H. J. Benson, J. McKenzie, F. Sculland, and M. Kennedy.

30/07/1929 *Ottawa Citizen**Renfrew**Glasgow*

Freight Train Derailed On C.N.R. Near Glasgow

Traffic on the C.N.R. line between Ottawa and Golden Lake was delayed by the derailment of several cars of a freight train about two miles east of Glasgow station, west of Arnprior, shortly after noon yesterday. The derailment is attributed by the C.N.R. to a damaged truck on one of the cars. On account of the derailment the afternoon passenger train to Ottawa reached the city about an hour late.

13/08/1929 *Ottawa Journal**Alexandria**Ottawa Union*

Cook is Injured in Railway Car

Train runs through concrete block in Union Station.

While backing into a railway track at Union Station yesterday afternoon the C.P.R. Train number 506 failed to stop when the brakes were applied and ran through the concrete block at the end of the track.

As a result of the sudden shock T.E. Luttan, 3rd cook, of Lincoln Avenue, Montreal, fell to the floor of the salon car and sustained serious injuries to his back. He was taken to Ottawa General Hospital and is still there although his condition is not now serious.

An additional coach had been attached to the train before being backed into the track for the regular run to Montreal but it was found after the collision that the tube for the air brakes had not been attached with the result that when the brakes were applied they were of no use. The train later left for Montreal.

21/08/1929 *Ottawa Citizen**Alexandria**Ottawa*

Biggest engine ever to come to Ottawa Brings Train of 18 coaches, many other specials arrive.

The biggest engine ever to come in to Ottawa hauled the biggest train ever to come in to Ottawa today when Canadian National engine Number 6153 drew 18 steel coaches and a baggage car into the Union Station. The occasion was the annual visit to the capital of the members of the Canadian National Railways Literary and Scientific Institute. Formerly these people made a pilgrimage to Ottawa in July but this year, exhibition officials contacted with the railway and as a result, they came 2,300 strong this morning. The passengers on this train and on the one which followed were handled by a fleet of Ottawa electric street cars held in readiness on the George street loop to take the visitors to the fair.

Yet these extra cars were only a fraction of the exhibition business for no less than 85 extra coaches rolled into the Union Station today.

They came in all sizes and ages. What seemed most striking was the variety of things they carried. Some brought club bags and came as if they intended to stay a month. Many had cameras, a few ball spit raps, some toted extra clothes for the baby, cameras were visible in dozens and lunches by the hundreds.

An immense engine.

The gigantic 6153 stayed in the station long enough for the public and connoisseurs alike to look her over. People were astounded at her size. She is 92 feet long and has a walk along the side of the boiler big enough to push a baby carriage on. Taller than many small houses, it is like going up the sight of a ship to get to her cab. A dozen people ascended the monster's side to have a look at the "innards". The mechanical stoker, which carries the coal on a worm drive from its tender under the cab to the firebox, was an interesting labor-saving device.

"Let me run on one of these all my life and I'd say thank you," said the fireman, who was showing the folks around. The way this stoker could shoot the coal in, and the force with which such a volume of black diamonds could be shoveled about was a revelation to many.

There were three other special trains this morning also. The Canadian National had a nine car extra from Ayrness, Valleyfield and Alexandria. It arrived at 10.20 a.m. Standard time and will leave at 10.30 p.m.

The New York Central had a special which arrived at nine this morning (Standard Time) and will leave at 10.15 p.m. (Standard Time)

Then there is the Canadian Pacific from Lachute, a hardy annual which had 10 cars.

All the trains running into Ottawa had extra coaches, the Canadian Pacific distributing them as follows: Waltham 1, Brockville 1, Prescott 1, Pembroke 1, Maniwaki 1, North Shore 3, Montreal Local 2, Montreal fast train 2.

The Canadian National will have one extra on the Pembroke and Norway Bay 1 on the Pembroke and Golden Lake 1 on the Montreal line 1 on the Montreal tunnel terminal and perhaps more than 1 on the aforementioned.

Altogether 85 special cars were dragged into the Union Station today. If an average 50 passengers (and they can hold a lot more than that) then 4,250 people will be brought into the exhibition by the three local railways.

26/08/1929 *Ottawa Citizen**Kingston (CN)*

Most powerful oil engine has her initial run

Largest of kind in world, C.N.R. 9,000 hauls train from Montreal to Toronto.

Montreal, August 26th - a new development in railroad Motive Power, oil-electric locomotive No. 9000 of the Canadian National Railways left Montreal this morning hauling a train carrying a gathering of railroad and public men and newswriters on her inaugural run. The largest and most powerful engine of her kind in the world, locomotive 9000 was evolved from the oil-electric passenger cars which Canadian National engineers developed four years ago, and her initial operating test today is being watched by mechanical experts of railroads on both sides of the international boundary.

Oil-electric locomotive No. 9000 has been heralded in railroad circles as the most sensational departure yet made in motive power principle, and it is predicted by some motive power experts that it will revolutionize railway operation throughout the world. Briefly, it is the adaptation of the oil-electric car to the locomotive, fuel oil being used to operate the engine which drives the electric generator and the power from the latter furnishes the energy to turn the propulsion motors. Its perfection was due largely to S.J. Hungerford, Vice-president of operation and construction of the Canadian National system, and C.E. Brooks, chief of motive power.

Engine 9000, differing radically in appearance from steam locomotives, consists of two units and weighs 310 tons when fully equipped. It is 94 feet long and each unit consists essentially of an oil engine generator set mounted on the locomotive frame, boiler equipment for steam heating of passenger coaches, four traction motors for propelling the locomotive, air brake equipment and other auxiliary equipment. Today's run will finish at the exhibition station. Toronto.

Commits suicide throwing himself into side of train

Man believed to be James Perry, of Montreal, ends life on Interprovincial bridge.

Before the eyes of many motorists and pedestrians on the inter-provincial bridge, a man believed to be James Perry, 9080 Notre Dame Street East, Montreal, was instantly killed by the Trans - Canada, Limited, just after it left Union Station at 10. 50 o'clock last night. Several witnesses assert the man climbed the fence separating the railway tracks from the sidewalk and deliberately flung himself into the side of the train.

The engineer Michael Hussey, 552 Lisgar Street, not knowing of the tragedy, continued on his way and did not know anything about it until informed by the Canadian Pacific Railway despatcher, who stopped the train at Hull. Mr Hussey told the despatcher he had not seen the man when the train crossed the bridge and there was no marks on the locomotive or coaches.

Crowd quickly collects.

Happening as it did at a time when there is heavy traffic of all kinds between Ottawa and Hull, the fatality quickly drew a large crowd of the curious.

Automobiles were lined up long distances on both sides of the bridge, Hull Electric Railway cars was stopped and pedestrians flocked in from every direction.

C.P.R. Train No. 7, known as the Trans-Canada Limited, left the Union Station continuing its westward Journey at 10. 50 p.m. daylight saving time. Joseph Guenette, 93 Murray Street, bridge watchman, said that as the train reached a point about 100 yards north of the Ottawa end of the bridge he saw a man suddenly climb over the parapet on the east side of the bridge and run into the heavy train. As the headlight rays had past the point where the men leap leapt apparently the engineer did not see him and drove on, ignorant of the tragedy.

More

04/09/1929 *Ottawa Journal**Alexandria**Ottawa Union*

Youth's Attempt To Perform High Dive Into Canal, Lands Him In The Hospital Twelve Year Old Maurice Boivin Falls Through Train Shed Skylight, is Painfully Hurt.

Attempting to dive from the top of the train sheds at the Union Station to the Rideau canal shortly before five o'clock yesterday afternoon, 12-year-old Maurice Boivin, 144 St. Andrew street, crashed through a glass skylight, fell 20 feet and landed inside the station on number four track.

When picked up he was found to be suffering from a broken arm. bruises to leg and side, numerous cuts and from shock. He was rushed to Ottawa General Hospital where he was given first aid treatment by Dr. Sylvester Grimes. He was reported as improved early today. The dive from the sheds was to have been a demonstration for youthful companions who watched from the opposite bank of the canal.

03/10/1929 *Ottawa Journal**Carleton Place**Carleton Place*

Ottawa train hits car near station

Ashton farmer has no Escape at Carleton Place Crossing.

Carleton Place, Oct. 2 - his vision obscured by the heavy rain Russell Crawford, farmer living nere Ashton, narrowly escaped death tonight when his automobile was struck by the Toronto-Ottawa C.P.R. train on the Franktown road crossing at the C.P.R. station here.

Mr. Crawford was driving in to Carleton Place from his home at 7.12 p.m., when the Toronto-Ottawa train is due here. He did not see the approaching train, which was slowing up for the station, only a short distance away.

The locomotive struck the rear of the car, which was almost over the crossing. As the heavy train was moving slowly to stop at the near-by platform, the blow was not heavy, although the automobile was badly damaged. Mr. Crawford escaped with only a bruise over one eye. He was taken home in another automobile. The train was not delayed but continued on its way to Ottawa.

15/10/1929 *Ottawa Citizen**Carleton Place**Bells Corners*

Charge he put obstruction on railway tracks

W. Carey arrested and will be mentally examined. Report three serious accidents narrowly averted

Charged with placing obstructions on the C.P.R. track at Britannia and Bell's Corners, Wilfred Stanley Carey, aged 28, of no fixed abode, was this morning remanded by magistrate Wm. Joynt in County Police Court until Tuesday next.

Carey, who was well-dressed and apparently intelligent, had no defense to offer and he will be submitted to a medical examination as to his sanity before he again appears before the magistrate.

Police state that Carey admitted to them having on two occasions on Saturday last place railway ties across the C.P.R. tracks about three miles west of Britannia and once the same day across the C.N.R. main line near Bell's Corners. In all three locations according to police serious accidents were narrowly averted.

Trains not derailed.

On Saturday at 4.38 p.m. Fred Cole, engineer on train no. 557 Ottawa-Pembroke local, outbound, noticed a tie across the rails ahead of him and succeeded in bringing his train to a stop just as the locomotive struck the tie. This was removed, and the train proceeded. The same evening, about 5 o'clock, engineer Herbert Kenny, on train no. 565, Ottawa-Brockville outbound, also noticed a tie across the rails ahead of him, and also succeeded in bringing his train to a stop after bumping the tie slightly. The same night a tie was placed across the rails of the C.N.R. main line and train No. 1, Ottawa to Vancouver, struck this about 3 a.m. Sunday. The tie was snapped in two, but fortunately the train was not derailed. The tie was believed to have been put in place sometime after 7 o'clock Saturday night.

The engineers on both of the C.P.R. trains notified Ottawa of finding the obstructions, and within half an hour Investigator J. L. McCoy and Constable George Kelly were working about the scene. Investigator B.B. Harris made enquiries for the C.N.R. They learned that an unusually tall man was seeking work among the farmers in the neighbourhood on Saturday afternoon, and adjudged that this man, going from one farm to another would pass along the railway about the time of the placing of the ties. They succeeded in getting an excellent description from the farmers. On inquiries in Ottawa the C.P.R. investigators learned that a man corresponding to the description was seeking work at a local employment office. The description was given to the city police and yesterday afternoon detective Thomas Cullum arrested Carey at the Union Mission.

Say confession made.

At the police station last night he was questioned by a Detective Cullum and the railway investigators and it was then, according to the police, that he made a written confession. In this the officers said Carey admitted that after placing the first to tie on the C.P.R. tracks. He hid behind a fence to wait and see what would happen. Then after the first train came up and stopped and the tie was removed and the train continued he placed the second obstruction.

29/10/1929 *Ottawa Citizen**Winchester**Apple Hill*

Farmer and Son Killed by Train

M.A. McDiarmid and Albert Meet Death When Buggy Struck by C.P.R.

ALEXANDRIA, Oct. 29 M.A. McDiarmid and his son Albert, farmers of Apple Hill were instantly killed at 11.15 o'clock this morning when the buggy in which they were driving was struck by the Canadian Pacific westbound flier.

A hired man, whose name could not be secured, saw the train approaching and jumped for his life. He was unhurt. No reason can be advanced for the failure of the father and son to see the approach of the train which was travelling at fifty miles an hour.

The buggy was hurled high in the air and parts of it were strewn along the way The horse was instantly killed also.

Dr. Howard Munroe of Maxville was notified and decided to hold an inquest at a date yet to be set. Mr. McDiarmid and his son were quite used to travelling over the level crossing where the accident occurred and knew what time the train was due.

Also verbatim in Winchestr Press 31 10 1929.

Lee G. Butterfield, Aged 43, Was Employed at Papineau Manoir.

Lee G. Butterfield, aged 43 years, resident of Bangor, Maine, U.S.A., was instantly killed yesterday when his automobile collided with a C.P.R. freight train at a level crossing in Montebello, Que.

An inquest was held by Coroner Eugene McKay of Papineauville and a verdict of accidental death rendered. It was stated that the unfortunate man, who was foreman of the works at the Papineau Manoir, Montebello, was returning from the golf grounds, situated about a mile from the village, and when approaching the crossing did not see the on-coming train. His car was struck as he was half-way across the tracks. The machine was completely demolished and carried on the cowcatcher for more than 500 feet before the train was brought to a stop.

The body was taken to Montreal from where it will be removed to Bangor, Maine, where the funeral will be held. He is survived by his wife and two sons.

Authorities stated today that this level crossing accident is the second to occur in the province since the law to stop at all crossings was adopted by the Quebec government last session.

Tramman Slips To Death Under Moving Freight

H. Sproule, 46 Laurel Street, Ottawa, Stumbles off Slippery Station Platform After Jumping From Train

Slipping under the wheels of a moving freight train from which he jumped to the station platform at McAlpin, Ont., 51 miles east of Ottawa. Herbert Sproule, 46 Laurel street, Ottawa, C.P.R. conductor, was instantly killed yesterday afternoon.

The cause of the accident is attributed to the slippery condition of the concrete station platform due to milk having been spilled during loading operations in the morning, together with rain which fell at intervals during the day. According to witnesses, Mr. Sproule, who was working as brakeman, stepped from the locomotive and losing his footing, slipped under the train.

According to local C.P.R. officials, Mr. Sproule left Ottawa yesterday on Ottawa-Montreal freight train No. 92. It was said that both the conductor and engineer on the train noticed him slipping, but were unable to do anything.

Train Moving Slowly.

When the accident occurred the train was moving at a slow rate past the station platform and when Sproule was seen to stumble and disappear under the cars it was quickly brought to a stop. Members of the crew rushed to the scene and found his body under the train with both legs severed near the ankles and his skull fractured. Medical aid was at once summoned, but the doctor, on his arrival, pronounced Sproule dead.

Coroner H. H. Kirby, M.D., of Hawkesbury, was notified and viewed the body. An inquest was opened at which a jury was sworn in and the formal identification took place. The taking of evidence concerning the accident was adjourned until Thursday, November 14, in McAlpin station. Burney's ambulance was called from the city and the body of the late Mr. Sproule was brought to Ottawa.

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Accident Avoided

IROQUOIS, Nov. 12 - As a result of the driving bar of the engine on the 3.45 C.N.R. express train breaking this afternoon as she was about to leave the depot at Iroquois, a serious accident was probably avoided. Had the train been under speed it is supposed the train would have left the track

Brockville was called by phone and an engine sent immediately to take the place of the broken one, and not until after six o'clock did the train proceed east.

Frank Dixon, of Newington, was fatally injured on Sunday night when he drove his automobile into the side of a moving freight train at a crossing near Finch. No one saw the accident. He died at Cornwall Hospital. He was about 35 years of age.

Saturday night about nine o'clock, Frank Dixon of newington, received fatal injuries from which he died in Cornwall General Hospital Monday morning, when he crashed into the side of a Canadian Pacific freight train at the crossing in Finch village just west of the station. The auto crashed head-on into the freight and was hurled to the ditch as Dixon was pitched clear of the wreckage where he was found a few yards from the crossing.

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 after 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 wheels 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 slipped on the platform and under the wheels. Those who gave evidence were: Mr. McMermott, brakeman, and William Pearl, station agent.

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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Auto and Train In Collision At Level Crossing

Wm. Watterson, aged 98 Years, and his Daughter, Mrs. T.H. Wilson, Are in Hospital After Accident

Crash at Unprotected Gladstone Ave. Crossing

Auto Draf=ggged More Than 40 Feet. Driver T.H. Wilson, Only Slightly Hurt

Three occupants of a motor car were injured, one of them possibly seriously, in a collision with a C.N.R. freight train backing over the crossing at Gladstone avenue, west of Preston street. William Watterson. aged 98 years, and his daughter. Mrs T. H. Wilson, both of 136 First avenue, are patients at the Civic Hospital. Mr. Wilson suffered a bruised leg and was able to go to his home Mrs. Wilson's injuries are not serious.

On account of his advanced age. serious results from Mr. Watterson's injuries are feared. He suffered somewhat from shock and was badly bruised. His condition this morning was reported unchanged. Both patients are under tne care of Dr T A. Watterson. Hulse Bros, ambulance was called to the scene of the accident.

Both Mr. Watterson and Mrs. Wilson received their injuria when they were thrown from the auto when it collided with the train. Both were in the rear seat of the car. and as it swung around following the impact they were hurled out one of the doors, which were opened in the crash.

Mr. Wilson, who was dritrg the auto, told Police Constable Robert Mahoney that he was travelling in an easterly direction along Gladstore avenue and did not notice the train backing up from the south until he was right on it. Patrick Hammill. 257 Bayswater avenue, conductor on the tram, and H. George, brakeman. said that they were both on the rear platform of the caboose at the end of the train, that their lighted lanterns were at their feet, and that the air whistle at the rear of the train was blowing as a warning for the crossing. Both told police that they saw the auto approach and that it was travelling quite fast According to the police, the windows of the auto, which is a closed model, were closed.

Dragged Over 40 Feet.

A corner of the caboose was in collision with the auto near the front The front of the auto was swung around towards the north which is the direction in which the train was travelling. Before the train was brought to a stop, according to the police, the auto was dragged for between 40 and 60 feet.

At the place where the accident happed there are two railway crossings, one on the CNR. line connecting the Bank street yards and the yards at the Chaudiere, and the other on the CPR. line between Broad street yards and Ellwood. Both are level crossings, and while there is an electric bell and wigwag 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 wai travelling there is a clear view, except for darkness at night, for at least two or three hundred yards along the CNR. tracks to the southeast. Just before the crossing to the south the track curves from the eart where it connects up with the much-discussed cross-town tracks.

25/11/1929 *Ottawa Journal* *Kingston (CN)* *Aultsville*

C.N.R. Main Line Still Blocked

BROCKVILLE Ont. Nov 25. Main line traffic on the Canadian National Railways was still completely tied up this morning as the result of a serious freight derailment at Aultsville station yesterday afternoon, when fast freight No. 490 from Brockville for St. Albans, Vt., left the rails. Some of the 22 cars that were derailed crashed into the station building, also wrecking the express shed located to the east. All night passenger trains were routed by way of Ottawa and Napanee and wrecking crews were still engaged at the scene endeavoring to clear the line.

25/11/1929 *Ottawa Citizen* *Kingston (CN)* *Aultsville*

C. N. R. Main traffic line still tied up

Canadian Press Despatch

Brockville, November 25 Main line traffic on the Canadian National Railways was still completely tied up this morning as the result of a serious freight derailment at Aultsville station yesterday afternoon when fast freight No. 490 eastbound from Brockville for St. Albans Vermont, left the rails. Some of the 22 cars that were derailed crashed into the station building and also wrecking the express shed located to the east. All night passenger trains were routed by way of Ottawa and Napanee and wrecking crews are still engaged at the scene endeavoring to clear the line.

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 appication to the Board of Railway Commissioners, declared that unless repairs to the bridge were made, the structure was in danger of falliing. 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.

29/11/1929 *Morrisburg Leader* *Kingston (CN)* *Aultsville*

Train Derailed at Aultsville causes \$50,000 Damage

Punging[sic] from the rails as the train passed through the Aultsville yards on the main line of the Canadian National Railway at 3.55 Sunday afternoon, 19 cars of freight train 490, ploughed through the front of the railway station and piled up two or three deep along the tracks. Members of the crew escaped injury.

A Montreal wrecking crew arrived at 9 o'clock Sunday night and by 3.40 Monday morning had cleared the westbound track for Toronto-Montreal traffic. The east line was opened at 1.45, but the first regular train did not pass over the section until 4 o'clock. Transshipment of the contents of several of the wrecked cars was completed Wednesday morning and workmen are engaged in clearing up and destroying material which could not be salvaged..

Soon after the engine of the freight train had passed the railway station, the fifteenth car behind the tender leaped the rails and pulled 18 following cars behind it before the crew could bring the train to a stop. One of the cars crashed through the front wall of the station, demolishing the baggage room at the east end of the building, while a second car toppled over upon the front and side of the waiting room at the west end. Although three cars were piled up within a single car length in front of the station, the agent's office and despatcher's booth in the station were untouched and telegraphic communication was not interfered with.

The 19 wrecked cars were heaped along the tracks within a distance of not more than six car lengths and approximately fifteen were completely demolished. In one instance the trucks of one of the cars were torn from beneath it and the body piled upside down on the right of way. Another car, which had apparently been jammed by the derailed train, was smashed to matchwood. Refrigerator cars stood up remarkably well under the strain and were the least damaged.

More than half of the wrecked cars contained corn and other grain which was strewn along the tracks. Butter, meats, groceries and miscellaneous goods from other cars was heaped about the wreckage.

Detectives from railway headquarters at Montreal arrived upon the scene within a few hours of the wreck and guarded the goods until transshipment was completed. The wrecking crew arrived with derricks and other paraphernalia shortly after 9 o'clock Sunday night and working by the light of searchlights, succeeded in clearing the lines in record time.

During the time that main line traffic was suspended, trains between Toronto and Montreal were diverted by Napanee, Ottawa and Coteau Junction.

Al. McMillan, agent at Aultsville, was absent from the station at the time of the wreck and as far as can be ascertained, the sole occupant was Bert Cunningham of Cornwall, who was sitting in the waiting room at the west end of the building. Perceiving the break in the train and realising that the cars would pitch into the building, Cunningham made a hasty escape through a window.

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 Chrysler. 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.

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.

Dr J. E. Craig, coroner, presided.

The evidence of the various witnesses showed that the train had the necessary lights and that the driver of the automobile, T. H. Wilson, 136 First avenue, apparently did not see the approaching train. It was also stated that the C.P.R. crossing at this point was protected with a wig-wag and that the C.N.R. crossing was not.

Those who gave evidence were: Constable Robert Mahoney, Dr. T. A. Watterson, John White, 318 Lyon street; Thomas Wilson, driver of the auto; Robert Currie, 77 Strathcona avenue; H. George, 152 First avenue; Arthur Marchington of Montreal; Patrick Hammill, 57 Bawswater avenue; George A. Wallace, 117 Concord street, and William Manion, 9 McDougal avenue.

05/12/1929 *Winchester Press**New York Central**St. Albert*

Another Fatality At Level Crossing

When the automobile in which they were driving was struck by a freight train at a level crossing at St. Albert Station, 10 miles north of Finch, on Thursday, last week, Arthur Foucher of Cambridge, Ont., was fatally injured and died at 9.30 that night and his wife was badly cut about the head and suffered from shock. They were directly on the track before Mr. Foucher appeared to see the train approaching and too late to avoid the crash.

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 employees, 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.

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.

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Big Strides in Power Project at Chats Falls.

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

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.