

Local Railway Items from Area Papers - 1930

09/01/1930 *Ottawa Citizen*

Lachute

Gatineau

Several persons injured when vehicle runs into C.P.R. freight at level crossing near Ottawa

Accident attributed to Ice Covering Highway

Serious tragedy was probably averted by matter of a few seconds only.

Seven persons had a narrow escape from serious injury last night when a Gatineau Bus Line bus ran into the side of a C.P.R. freight train at the level crossing at Gatineau Mills, Que. All occupants of the bus received some injuries, two of them being admitted to the Ottawa General Hospital, Water street.

Names of injured

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The accident occurred about 10 p.m. The bus with six passengers was on its way to Gatineau Mills. The freight, a regular switch train, shunting cars into the International Paper Company yards, and according to railway officials, the first car had just reached the crossing when the bus careened into it, striking the car about ten feet from the end. The driver was thrown against the windshield and the passengers thrown to the floor.

two ambulances called

All injured were given medical treatment by C.I.P. officials, and by Dr. A. Richard, 174, St. Patrick street, who was taken to the scene by Whelan's ambulance which was called. Brady and Harris' ambulance was also called and both conveyed the injured to the hospital.

The freight train was in charge of Conductor S.A. Quinn, 123 Cambridge street. Ice covered roads are blamed for the accident, as the wheels of the bus skidded when the brakes were applied

Only a matter of seconds averted an accident of much graver consequences. Had the bus got on to the crossing before the train had been struck broadside by the end of the train it would probably have been overturned and probably lives lost.

Fortunately both the bus and the train were travelling slowly at the time, and the locomotive and 12 box cars which it was hauling came to a stop immediately after the crash occurred. The front part of the bus was caught on the side of the box car causing the bus to be dragged across the road. When the train came to a stop, the front of the bus was down over the shoulder on the south side of the road.

Drivers contention

While railway men maintain that they were riding on the rear of the train backing up and had lighted lanterns, the bus driver, Lionel Bertrand, 115 Wellington street, Hull, said that he did not see anything of the train approaching the crossing nor did he hear any warning whistle.

Bertrand said that he left Ottawa shortly after nine o'clock en route to Ste Rose de Lima. He said that his bus was travelling slowly on account of the slippery conditions of the road. As he approached the railway crossing on the siding running from the C.P.R. Ottawa-Montreal North Shore line into the Canadian International Paper Co. plant he did not see a train approaching either way along the tracks.

Bertrand said he was slowing up for the crossing, and as he applied the brakes to bring the bus to a stop the end of a freight car appeared in front of him. The wheels of the bus skidded on the glare ice on the pavement, and he was unable to bring it to a stop before it crashed into the side of the first car just as it was partly over the crossing.

According to Conductor Steven A. Quinn, in charge of the train, a serious accident was averted by the quickness with which Engineer M. Hussey, 552 Lisgar street, brought the long train to a dead stop. As soon as the crash occurred Engineer Hussey applied the brakes and the train moved only a few feet, dragging the bus with it to the ditch at the edge of the road.

There were 12 freight cars, an engine and coal tender on the train. It was moving with the engine at the rear.

Besides the conductor and the engineer, other members of the train crew were Thompson Vickers, 135 Sherwood street, fireman; L. Quinn, 129 First avenue, and S. Gravelle, Montreal, brakemen. The accident, which occurred in Montreal division territory, was reported to the Montreal superintendent by Conductor Quinn.

N. Jenkins, who was badly shaken up, was perhaps the most fortunate of the seven occupants of the bus. When the crash occurred he was hurled through the windshield of the bus and landed on the side of the road without suffering a cut from the broken glass.

All occupants of the bus were promptly removed to the Canadian International Paper Co. first aid station, where they were given first aid by John Lee,

timekeeper. A call was sent to the Ottawa General Hospital for a doctor and ambulances. Dr. Richard and the ambulances were rushed to the scene. After having their injuries dressed, most of the accident victims were able to go to their homes.

The bus itself, though considerably damaged, was not wrecked. The front part was twisted and broken, while the motor and steering gear were also damaged. It had to be towed to the Gatineau Bus Line garage by one of the company's big tractor snowplows.

21/01/1930 *Ottawa Citizen*

Ottawa Electric

EXPERIMENTAL FARM LINE

Editor. Cifren: The weekly booster of the Ottawa Electric Railway in his last article entitled "Keeping faith with the community" seems to have overlooked the existence of a place in the vicinity of Ottawa known as the Experimental Farm. It is now the sixth week since the car service to the Farm was discontinued, the ostensible reason being that the traffic receipts did not pay for the costs of operation.

In justice to the company it must be admitted that many things have happened since the agreement of 1908 was drawn up which could not reasonably have been foreseen at that time. The war added very markedly to the cost of all kinds of materials used for construction and maintenance. The recent increase in the number of automobiles was responsible for a very derided reduction in the revenue derived from passengers fares. The closure of the Arboretum against skiers during the winter months still further reduced the receipts from this section of the line and seems to have brought matters to a climax.

Notwithstanding these extenuating circumstances the railway company was morally bound to adhere rigidly to its agreement until a new one was formulated after a full discussion of all the factors bearing on the question. If a new agreement is now drawn up what guarantee have we that the company will pay any more respect to it than they did to the previous one? Who is going to compel them to adhere to it? Of course the difficulty might be surmounted by the insertion of some such clause as "This company reserves to itself the right to abrogate this agreement without notice as and when it sees fit."

On the question whether the withdrawal of the car service to the Experimental Farm constitutes a breach of the agreement made with the city, the street railway committee of the municipal council continues to preserve a dignified silence. Possibly they feel that this question can only be settled satisfactorily after a series of observations on the motions of the heavenly bodies. J. ADAM. Ottawa. Jan. 15, 1930

Made ties for the old Central Canada Railway back in 1865

A man who cut ties for the old Central Canada Railway in 1865 and 1866 lives in Ottawa in the person of Mr. Alex Twa, Robert street. At that time the Central Canada was building its lines from Carleton Place to Renfrew. The line was not continued to Pembroke until 10 years later.

Mr. Twa then lived in Clarendon in Pontiac county and was about 25 years of age.

The ties in question were cut on the Quebec side of the Ottawa river in Clarendon and taken across to the Ontario side on sleighs in winter.

The ties which Mr. Twa helped to cut, hew and score were 'ties that were ties.' They were big generous ties. In size they were nine feet long, six inches thick, and had a face of eighteen inches.

Asked by O.T.S. why the ties were made that big Mr. Twa said, "Well the truth is they came that way. The tamarac trees from which we made them were big trees and it was easier for us to make them of generous size than to make them smaller. Less work was entailed."

At that time most of the farmers used single horses on their sleighs. A dozen of these big "green" or wet tamarac ties was considered a good load for a single horse to draw in the eight mile trip from the point of cutting in Quebec to the point of delivery in Ontario. The across river road was generally quite heavy. Didn't pay well

Mr. Twa says that three men cutting, hewing and scoring could make twenty-five ties in a day. As the company only paid 12 cents per tie delivered, it will be seen that the contractor for the ties could not make any money, unless he was able to use members of his own family in the work and not much even then. Went into the river

In the spring of 1866 Mr. Twa and two other men almost lost their lives while delivering ties to the Ontario side. It was getting late in the spring and the ice near shore was getting unsafe.

One day when three teams were almost at the Ontario shore, the ice broke under them and they went into the river. But fortunately there was a long shelving shore at that point and the men and teams merely got wet, instead of being drowned.

All made by hand

In connection with the making of these ties, it must be remembered that the facing was all done by hand and not by machinery and their manufacture was therefore necessarily slow. A little later ties were all faced by machinery and were turned out very quickly.

25/01/1930 *Ottawa Citizen**Montreal and Ottawa**Alfred*

One man killed, two injured at Alfred station

Auto bearing three young men homewards for summer vacation runs into Montreal-Ottawa express.

http://news.google.ca/newspapers?id=3tE0AAAAIBAJ&sjid=g_UIAAAAIBAJ&pg=6838,5396881&dq=train++railway++railroad&hl=en

11/02/1930 *Ottawa Citizen**Hull Electric*

Find death accidental

W.H. Radant met his death accidentally, on the evening of February 3rd was the finding of the jury at the inquest which was conducted last night at the police station by the Coroner J.E. Craig, M.D. The late Mr. Radant was struck by a Hull Electric Street car on the Aylmer line at the trestle over the C.P.R. tracks from the Prince of Wales bridge. Motorman Edward Boucher and Conductor Hubert Bergeron, who were the crew of the street car on the night of the accident, testified that Radant was waling on the railway tracks, and owing to the steam and smoke thrown up by a train passing under the trestle could not be seen.

28/02/1930 *Ottawa Journal**Ottawa Electric*

CAR IS DERAILED CAUSING TIE-UP

South-bound street car service was held up for 20 minutes last evening by the derailment of a Holland car at Bank and Somerset streets. East-bound cars on Somerset street were also blocked, but not as long as the cars on Bank street. The derailment happened about 9.30

As car No. 819 was turning west from Bank to Somerset the rear truck jumped the track. The wheels on the left side of the street slipped on to the nearest rail on the opposite track, thus preventing Laurier cars on Somerset street and Bank and Bronson cars on Bank street, from passing.

An emergency crew was rushed to the intersection and after 20 minutes work succeeded in clearing the switch. East-bound cars were able to proceed first. North-bound cars on the Rideau and Ottawa East lines were not delayed.

01/03/1930 *Ottawa Citizen**Kingston, Portsmouth and Cataraugus Kingston*

Kingston Minus Car service as a result of Fire

Lone car survives disastrous fire which is believed to have started from spontaneous combustion.

Kingston's street car service was wiped out by fire early today when all but one car was completely destroyed. With the exception of the lone car the city was without service.

believed to have originated from spontaneous combustion, the flames destroyed the barns and all contents and for a long time threatened many houses in the vicinity. More than 25 cars were destroyed and the damage will amount to more than \$125,000. part of the loss is covered by insurance and the prospects are that Kingston will be without street car service for some time.

03/03/1930 *Ottawa Citizen**Kingston, Portsmouth and Cataraugus Kingston*

City offered Kingston Lines

Kingston Street Railway company feels losses in recent fire to great to recover.

With only an hourly bus leaving the heart of the city for Portsmouth and intermediate points, the people of Kingston were today struggling along on a makeshift service, with little prospect of immediate improvement.

Officials of the Kingston Street Railway Company, who lost practically all of their rolling stock in the disastrous fire of Saturday, stated today the company had practically decided to cease operations altogether. Tonight the officials of the company are scheduled to meet with the finance committee of the city council and it is understood that a proposition will be made to the city to purchase the tracks of the street railway company as well as Lake Ontario Park which is owned by the company, and also a tourist camp.

While the company carried substantial insurance, the cost of replacement is too high to prompt the company to purchase new cars. As a matter of fact the company has been a losing proposition and two years ago the company threatened to cease operations altogether unless their power rates were lowered.

It is understood several bus companies have made application for permission to operate locally and it is possible that some action will be taken after the city council learns the official attitude of the company tonight.

07/03/1930 *Ottawa Citizen**Kingston, Portsmouth and Cataraugus Kingston*

Kingston's Car Service

Fire last Saturday wiped out practically all the street cars in the city of Kingston. It is reported that the officials of the street railway company would like to be relieved of the responsibility of purchasing new cars. In recent years, according to the Canadian Press despatch, operation of the Kingston street car service has been unprofitable. Under the circumstances, reluctance to put more money into street cars is understandable.

In the meanwhile, it is reported that several bus companies have made application for permission to operate in Kingston. It may be found that an equally satisfactory service at considerably less overhead cost can be furnished. In some cities, street cars are being discarded in favor of busses without waiting until a fire has wiped out the older equipment.

Advantages in traffic handling, where busses are able to pull up alongside the kerb instead of being tied to rails and overhead wires in the middle of the street, have appealed to city authorities. The public are also finding busses more convenient for suburban service. Kingston's street car fire may prove to be as timely as some fires in stores with overloaded shelves are said to be.

Man is killed as train strikes rig

Believe victim to be George Condie of Rosedale, Near Smiths Falls

Terribly cut and mangled, a man believed to be George Condie, of Rosedale, four miles from Smiths Falls, was killed about 12.15 this afternoon when he was struck by a fast Montreal-Toronto train at a crossing a few miles south of Smiths Falls. The body of the unfortunate man was found on the cow-catcher of the C.P.R. engine when it entered Smiths Falls at 12.20 o'clock this afternoon.

Bits of harness and the flesh of a horse also upon the cow-catcher of the engine made it apparent that the man had been driving over a crossing when the speeding train struck him. Coroner Dr. C.L.B. Stammers was called immediately and the body was removed to a local undertaking parlor. An inquest will be held probably this evening, it was stated.

O.E. Blameless For Condition of Laurier Bridge

Cost of Repair Must be Borne by City and Public Works Department.

The O.E.R. is in no way responsible for the condition of the Laurier avenue bridge. the cost of repairing or reconstructing which must therefore be borne by the city, and the Public Works Department.

This, it is understood, is indicated in the report on the condition of the bridge. which has been submitted by the Inspecting and Testing Company Limited, of Montreal, on instructions from the Railway Commission

The report states that the O.E.R. has in no way disturbed the water proofing of the bridge. This has been indicated through a hole which was made in the roadway on the deck of the structure, which shows there has been no corrosion of the steelwork directly caused by water permeating through the bridge deck roadway.

That the concrete roadway built by the O.E.R. when it laid its tracks in 1924. was of a strong type, is shown by the fact that it is still in good condition, together with the fine stone concrete which originally covered the flooring of the structure.

The full report on the condition of the bridge is expected to be ready within two or three days.

Urges East End Laurier Bridge Rebuilt at Once

Engineer Reluctant to Cause Alarm, But Says Part of Structure in Precarious State.

Find Reinforcing Rods Are Badly Eaten Away

Reiterates That O.E.R. in No Way Responsible For Bridge Condition.

The present condition of Laurier avenue bridge is a serious one, and one that calls for immediate application of definite remedial measures, according to Ernest E. Gagnon, bridge engineer, who has submitted to T. L. Simmons, chief engineer of the Board of Railway Commissioners, a memorandum concerning the recent inspection of the structure which was made by the Canadian Inspection Company of Montreal. Contents of the memorandum, which has been prepared in the last ten days, were gleaned by The Citizen today.

While reluctant to arouse alarm by condemning the structure as a whole, Mr. Gagnon, in his report, points out that the east end of the bridge is in a very precarious state and should be rebuilt at once. He expresses failure to see how the bridge can continue in service very much longer without danger to traffic over it or under it. The bridge was built in 1900, and the life of any bridge, Mr Gagnon says, depends in a general way upon the amount of traffic passing over or under it, the quality of materials used in construction, its design, and last but not least, the amount of care and attention given to the upkeep.

This bridge, it is found by the inspectors, has been improperly maintained, more particularly in regard to painting.

Elementary precautions have not been taken, for scale and rust have been found between the metal and the paint, this condition in itself having contributed its share in shortening the life of the bridge. The pavement, the sidewalk, the hand-railing and other portions of the bridge, which are termed "non-vital." are in fairly good condition. On the other hand, the portions of the structure consisting of the cinder-concrete arches, the steel reinforcing rods and the steel framing, termed the "vital portions." are in a very unsatisfactory condition. The cinder-concrete arches have been seriously affected by steam and acids from the heavy exhaust of engines.

Rods Badly Eaten Away

The rods used for reinforcing the concrete arches are exposed in many places and are very badly eaten away with the result that their effective section has been reduced some 70 per cent, when it is not gone entirely, as, for instance, in the slabs over the railway tracks. The steel framing supporting the concrete arches is in a poor condition, the result of corrosion due to the action of water, steam and gases from the exhaust of locomotives. The corrosion found particularly over the railway tracks was undoubtedly not caused by water coming through during construction of the pavement, following the laying of the Ottawa Electric Railway tracks. The corrosion has, for the greater part, been caused by steam, water and gases from the continual and frequent exhaust of locomotives.

Is No Criterion

Because the cars of the Ottawa Electric Railway have been passing over the bridge safely for the past three years is no criterion that the same safety will be enjoyed the next three years, the report says.

Mr. Gagnon further says: "We often hear it argued that a bridge must be safe, since it has been submitted to a heavy load, and did not break down. Such a test means absolutely nothing. It does not even show that the bridge will bear the same load again, much less does it show that it has the proper margin for safety.

This bridge was designed with certain specified materials to carry certain specified loads. The loads have certainly not been reduced, whereas the materials have been seriously reduced, as explained before, hence there must be over strain in the material, and if overstrain exists and keeps on increasing, as in this case, the ultimate strain will come next, to be followed by the inevitable - failure."

Mr. Simmons concurs in the report of the inspection company and of Mr. Gagnon.

O.E.R. Not Responsible.

"It appears from the report of the inspection company," Mr. Simmons said, "that the Ottawa Electric Railway is in no way responsible for the condition of the bridge as it did not disturb the waterproofing. I suggest that a copy of the report be sent to the Canadian National Railway and that two copies be sent to the Department of Public Works. I recommend that the parties be requested to proceed with repairs or reconstruction of the bridge forthwith."

The report is now in the hands of the Board of Railway Commissioners which will give it careful consideration.

Build fence over Farm Tracks Loop

Department of Agriculture now uses right of way for chicken run

Seeing that the Ottawa Electric Railway has shown no indication of resuming the former jigger street car service to the Experimental Farm, from the Carling avenue loop, the Department of Agriculture has taken over the right of way.

Acting upon instructions from Deputy Minister Dr. J.H. Grisdale, employees of the farm have erected a fence across the tracks adjacent to the loop, and upon the rails where street cars used to run, fine healthy poultry are now housed, or run around pecking at the ties.

"We are using the right of way for an extension project of our poultry section," said Dr. Grisdale, but we have not interfered with the rails or the trolley wire.

Nothing further will be done pending the arrival back in the city of the minister, Hon. Dr. Motherwell."

It is understood that the right of way and also the rails and trolley wire are owned by the Dominion Government which bought them when the jigger service was installed and paid the O.E.R. to construct the line to the farm.

Officials of the street railway company had nothing to say on the matter this morning.

05/05/1930 Ottawa Citizen Carleton Place

C.P.R. engineer's quick action saves life of 3-year old child at crossing.

Imminent tragedy rode the rails for three-year-old Lucy Blais, Gould street, Ottawa West, when she was playing on the Carleton avenue crossing shortly after eleven o'clock this morning and the C.P.R. train to Smiths Falls was approaching at a fair speed. Only the presence of mind of the engineer saved her. Noticing her when but a city block away, the engineer, George Moulds, 137 Huron avenue, applied all brakes and the long train ground to a stop within a few feet of the still unconcerned child. A baggageman jumped out of his car and pulled little Lucy from the track. Kind neighbours took care of her, while the parents, Mr. and Mrs. George Blais were communicated with. The little tot, while frightened by the din, had little idea as to what was creating all the excitement.

Lucy had wandered away from her home, about four or five blocks from the crossing, when her mother had been very busy with another child who is ailing.

Eye-witnesses said the grinding of the brakes caused a terrific screeching noise, also the sparks to fly abundantly.

13/06/1930 Ottawa Citizen Kingston, Portsmouth and Cataraugus Kingston

Kingston electors favor bus system

Vote 1,746 to 627 to grant ten year franchise to two companies

Kingston electors today decided to have a permanent bus system of transportation when they carried a bylaw giving the city council authority to grant a ten years franchise to the Kingston City Coach Company, Limited, and the Colonial Coach Lines Limited. The vote stood 1,746 for and 627 against the bylaw.

Council had already given second reading to the bylaw to grant the franchise, and as a result of today's vote council will on Monday next give final reading to the bylaw. This means that the bus company will continue its present temporary service until July 1 the date the new agreement goes into effect, when new equipment will be put on the line by the bus company.

Kingston's street car system was put out of business on March 1, as the result of a fire that destroyed the Street Railway Company's barns and all of its street cars. The report of an expert stated that it would cost \$325,000 to rehabilitate the street railway as a civic utility, the street railway company having stated that they would not continue the road.

26/06/1930 Ottawa Journal Prescott Prescott

CPR is building a new building at Prescott Ontario to house the freight shed, freight office, and the offices of the ferry service over to Ogdensburg NY.

08/07/1930 Ottawa Journal Waltham

New Train for use on the CPR Waltham line.

Embodying the latest CPR train development in automotive traction, the CPR's new gas-electric car made a trial trip recently. The car is driven by a 400 horsepower 8-cylinder gasoline engine direct-current electric generator and two electric motors, and is carrying 400 gallons of gasoline. The car can be operated for 400 miles at an average speed of 30 miles per hour, but its maximum is 60-65 miles per hour. The new car will shortly be placed in operation on the Ottawa-Waltham Sub-division of the CPR.

13/08/1930 Athens Reporter Westport

Board of Railway Commissioners decides for abolition of the B&W "Jitney" service.

14/08/1930 Ottawa Citizen Lachute Masson

Fire at Masson makes hundreds without homes.

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No. 2 fire station at Ottawa sent a pump and four men, headed by Captain Homer Langdon, and the apparatus arrived on a special Canadian Pacific train taking only 56 minutes to make the journey.

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18/08/1930 Ottawa Citizen Montreal and Ottawa Plantagenet

Tar laden truck smashed by train

Two men jump for their lives, one of them seriously hurt.

Plantagenet. Two men were injured, one seriously, when a tar spreading truck was struck by an eastbound C.P.R. train at the crossing here shortly before noon.

Ivan Gillespie, aged 30, of London, Ont., driver of the truck, was badly burned about the face and hands, and suffered a fracture of one arm, while Wallace Focault, aged 25, of Montreal suffered minor bruises. Both men jumped to save their lives.

The truck, which is owned by the G.G. McCarthy Construction Co., of Montreal, was engaged in roadwork, and carried 1,000 gallons of hot tar. Just at the crossing here the truck was trying to dodge an automobile when the roar of the train was heard. They had no time to move the truck from the tracks, but leaped to the ground clear of the rails. The truck was demolished and its contents plastered a house beside the track.

The men were rushed to Dr. E.P. Kelly's hospital at Hawkesbury, Ont. It was later announced that though Gillespie's injuries were serious, he would likely recover. Focault is in no danger.

23/08/1930 Athens Reporter Westport

The recent order of August 13th concerning the B&W "Jitney" was cancelled.

Auto struck by train and three persons injured

Residents of Chenier, Que., Hurt Near Gracefield in Crossing Crash, One Critically. All in Hospital.

When their auto was struck by a Maniwaki - Ottawa CPR passenger train near Eagle Station, two miles south of Gracefield, yesterday afternoon three residents of Chenier, Que., miraculously escaped with their lives. The car was hurled from the tracks and its three occupants thrown out. All three are patients at the Sacred Heart Hospital, Hull, where the condition of one is reported to be critical and that of the other two to be not serious.

The injured.

The injured are:

Zotique Bertrand, aged 38 years, driver of the car, condition critical, with serious injury to his back and also internal injury.

Mrs. W. Larche, aged 42, suffering from bruises.

Miss Florence Larche, aged 14, suffering from bruises.

At noon today, hospital authorities reported the condition of all three injured to being unchanged.

According to Dr. Arthur Desjardins of Gracefield, who attended the injured and who accompanied them on the train from the scene of the accident to the Hull hospital, the party had left Chenier at about 2:30, o'clock, standard time yesterday afternoon with the intention of proceeding to Gracefield. Miss Larche was ill and her mother had decided to bring her to Gracefield to consult a physician.

Mr. Bertrand, a neighbor, had agreed to drive them. It was stated that when Bertrand approach the crossing he did not notice the train coming and it was only when he reached the tracks that he saw the engine. He then trid to avoid the accident by swerving his car, but it was too late and the rear of the automobile was struck by the locomotive.

The train was immediately stopped and the injured placed in the baggage car and taken to Gracefield where Dr. Desjardins gave them first aid. Two nurses also helped Dr. Desjardins and accompanied the injured to Hull..

The train was delayed for about half an hour and when it arrived at the Beemer station the three ambulances of Gauthier Co. were waiting and took the three people to the hospital.

CPR statement.

A statement concerning the accident was issued last night from the local offices of the CPR. It read:

"Train number 534 from Maniwaki at 2:47 p.m. struck an auto just east of the crossing at Eagle station, seriously injuring the driver of the car, Z. Bertrand, also Mrs. W Larche and Miss Florence Larche, the other occupants of the car, all of Chenier, Quebec. Apparently the driver of the car did not notice the train approaching until he got on to the crossing. When he noticed the train he immediately headed the car down the tracks over the cattle guards and was struck by the engine about 60 feet from the crossing.

"The car was thrown clear of the track and the occupants were all thrown out. They were at once placed on the baggage car and immediately taken to Gracefield where Dr. Desjardins was called, also nurse Reid, who accompanied them on the train to Hull where they were taken to the Sacred Heart Hospital. Miss Alma Gautier, nurse-in-training at the Water Street hospital, was a passenger on the train and rendered valuable assistance.

"Engineer W. J. Hodges, of Ottawa, in charge of the train, has to be complimented for the prompt manner in which he stopped the train - considerably less than three coach lengths.

Eagle station is about two miles south of Gracefield. According to railway officials when engineer Hodges first noticed the motor car at the crossing his train was traveling about 25 miles per hour, and it was slowing down for the station a short distance beyond.

Chesterville Man Instantly Killed By Train

Gerald Cairns, 25, Overtaken on Bridge While on Way Home from Dance Early This Morning.

Gerald Cairns, 25 son of John P. Cairns, of Chesterville, was killed Instantly about 4.30a.m. this morning, when he was struck on the bridge over the Nation river, two miles east of Chesterville. by a Westbound C.P.R. freight train. The young man had been attending a dance in the village last night, and early this morning was walking home along the tracks. He was seen by the engineer of the freight train when the train was within a few feet of the bridge, who was unable to bring it to a stop until young Cairns had been struck and thrown some 50 feet west of the bridge. He suffered a fractured skull, broken right arm and right leg. and abrasions of various natures. and when seen by Dr. H. Casselman of Chesterville shortly afterwards was pronounced to have been killed Instantly.

The accident was reported to Dr. P. McLaughlin, coroner of Winchester, who decided that an inquest would be held later in the week. An interesting feature of the accident is that the deceased had apparently removed his hat and shoes, and appeared to be dozing on the track at the time he was struck.

He Is survived by his parents and several brothers and sisters. The body was identified by Alex. McMillan of Chesterville. who was the brakeman on the train which struck him. The remainder of the train crew were from Montreal.

Pembroke, August 29 - Four persons were injured, three seriously, early this morning, when the Canadian Pacific trans-Canada Limited train left the rails at the entrance to the Pembroke yards. A battered and twisted wreck, scattered along the bank of the Ottawa River, is all that remains of the engine, while four of the six cars which comprised the train are damaged considerably.

The injured are: John Shouldice, fireman, Ottawa; George Clark, engineer, Ottawa; Basil Watson, Ottawa, and Lester Weeks, porters, Montreal. None of the passengers were injured.

Shouldice is the most seriously hurt of the group. He is not expected to recover. His skull was fractured and he was severely scalded by escaping steam. When rescuers arrived, Shouldice was still in the cab which had become detached from the engine, and was buried in sand which had virtually filled the cab. Clark, the engineer, was hurled into the river, where he was found a few minutes after the crash. He is suffering from a broken left leg, fracture of the left arm, burns and other injuries, including a deep cut on his nose.

Watson, who was not a member of the crew, but was riding in the cab, was burned about the face and head, while the porter, Weeks, sustained no injury other than a damaged thumb. Conductor's Bravery Praised

The heroism of the sleeping-car conductor, who had to cut his way through a heavily screened window, when he was held captive in the half-buried wreckage of a coach, was described by appreciative passengers, who had been guided to safety through his unceasing efforts. Once freed from his prison of steel, heedless of his own predicament, his first thought was of the passengers imprisoned in the pullmans piled in a distorted pile along the river bank. Grateful passengers, still dazed from the distressing scene, spoke feelingly, and with great praise of his untiring efforts in their behalf.

Inquiry at the hospitals and from medical attendants late tonight, elicited the information that Shouldice's condition is unchanged, and that Watson is also in critical condition. Engineer Clark is expected to recover. It is estimated that the total damage to property will be about \$100,000. Switch is Blamed

The accident occurred about 12:50 a.m. as the train, westbound, was pulling into the local yard. When interviewed in the hospital, Engineer Clark was unable to account for the crash, it all happened so suddenly, he asserted, that he did not know what occurred. Several theories are advanced, but until an investigation is made by railway authorities, no statement will be made, according to Superintendent Tobin of Smith Falls, who reached Pembroke early this morning, and is superintending the work of repairing the damaged line and getting the cars back on the track. Some who were at the scene of the accident early state that the train entered an open switch, and this is considered the most probable explanation of the cause of the crash.

When the engine left the track it plowed through the sand between the track and the river bank before toppling over. The baggage car, which was immediately behind the engine, ran past the engine, as did also the dining car, next behind, and the baggage car came to a stop in a position at right angles across the track. The dining car and three pullman sleepers left the rails and were canted over on their sides but were not damaged greatly; two cars remaining on the rails.

Passengers, most of whom had retired, received a shock and some were thrown from their berths.

Narrowly Escape Plunge

It is considered little short of a miracle that the entire train did not plunge into the Ottawa River. The tracks run parallel with the river and are only about twenty feet from the water. Steel construction of the cars also averted a heavy death toll.

When the engine left the rails the tender and cab were ripped apart and the tender plunged from its chassis and came to rest beside the boiler. The cab was detached from the boiler and hurled almost into the river and partly buried in the sand. The fireman, who remained in the cab, was dug out with shovels. Pieces of apparatus from the engine were scattered along the bank of the river, about fifty feet. Telegraph poles were snapped off, and wires were a tangled mass.

Fireman Was In Wreck of Train At Sand Point

John Souldice, 32-year-old Fireman Critically Injured in this Morning's Wreck, Escaped Then

George Clark, Engineer Had One Narrow Escape

26 years ago He Laid Off Run and Substituting Fireman Was Killed

John Shouldice, 32 year-old Ottawa fireman who is lying in Pembroke Cottage Hospital in a critical condition following the derailing of the C. P. R. trans-Canada flyer at the end of Pembroke early this morning, was fireman on the C.P.R. special troop train which was wrecked near Sand Point last summer. The troop train was carrying soldiers and horses from the eastern part of Canada to Petawawa for the annual camp there. The coaches left the tracks and one soldier was killed. Shouldice then escaped unscathed.

George Clark, who was engineer on the trans-Canada had a close call about 28 years ago. At that time he was fireman on the regular crew which took the Sault train out of Ottawa. On one trip he laid off and it was on that occasion that a spare fireman, named Dubois, who had taken his place was killed when two passenger trains collided head-on at Sand Point. About 12 persons were! killed in the wreck,

Went on Fishing Trip

Robert Baugh of Booth street. Clark regular fireman, by a coincidence, booked off for last night's run so that he could go on a fishing trip and John Shouldice took the run in his place. Mr. Baugh is out of town today and it could not be learned if he knew of the accident.

The train crew on the ill-fated flyer took charge of the train at Union Station and were booked to take it through to North Bay. The engine crew took charge of it at Ottawa West and were to take it to Chalk River where they would get the eastbound trans - Canada and bring it into Ottawa. The engine crew is attached to the Chalk River subdivision and is the regular crew on CPR trains 7 and 8, the west and eastbound Trans Canada.

The engine attached to the flyer was 2217 which had been pressed into use only a few days ago to replace one of the latest 2300 class which had gone into the shops for repairs.

Wire repair train

A wiring repair train left Ottawa West CPR station at six this morning to repair the damage done the wires by the carrying away of telegraph poles, when the engine left the track. The train crew was as follows: D. McDiarmid, conductor; R. McIlquhan, engineer; R. Brunet, fireman. The train consisted of engine and caboose, the latter loaded with all the necessary materials for a quick repair of the service.

No orders could be sent between Ottawa and Pembroke for a clear track on account of the dead wires. Officials at the Ottawa and Pembroke ends of the line were considerably handicapped by this fact.

Been on run since May

George Clark, age 56, of 34 Preston Street, has seen 40 years service with the CPR. He has been on the present run since May. Previous to this he was on the Sault run from Ottawa to Chalk River. He is married and has four stepsons.

John Shouldice, aged 32 of 66 Loretta Street, has been with the CPR since he started as a call boy at the age of 16. He is on the spare list as a fireman. He is married, and has two children, Allen, aged 3, and Charles, aged one year. His parents Mr. and Mrs. Charles Shouldice live next door at 64 Loretta Street. His wife left last night with her husband's father for the Pembroke Hospital.

Basil Watson, aged to 26, of 637 King Edward Avenue, is not connected with the railroad and apparently was riding on the engine. He is married, and has a three-year-old daughter, Audrey. His parents, Mr. and Mrs. Henry Watson, live at 294 Booth Street.

Pembroke wreck.

<http://news.google.ca/newspapers?id=FVsvAAAABAJ&sjid=HtsFAAAAIBAJ&pg=6373,2405596&dq=train+railway+railroad&hl=en>

<http://news.google.ca/newspapers?id=FVsvAAAABAJ&sjid=HtsFAAAAIBAJ&pg=7182,2453448&dq=train+railway+railroad&hl=en>

11/09/1930 *Ottawa Citizen*

Renfrew

Ottawa, Booth street

Auto runs against train at Booth street

A motor car driven by a man who gave his name as William McKenzie, and his address as the Alexandra Hotel, ran into the side of a lumber train at the C.N.R. crossing on Booth street, shortly before midnight last night. The train was in motion at the time.

The front of the auto was badly damaged but the two men in it escaped without injury. The train was in charge of Conductor K. Sullivan

25/09/1930 *Ottawa Citizen*

Renfrew

Carp

Carp District Farmer Killed at Level Crossing

J.J. Wilson was struck by train going to Scotia

Was riding alone and evidently did not see engine although view was unobstructed.

Fireman saw car but thought it would stop

Two witnesses state they heard train coming and the bell ringing.

John James Wilson, one of the most prominent farmers in the Carp district, was instantly killed this morning at 8:30 o'clock when the auto in which he was riding alone was struck by the Canadian National Railway Ottawa - Scotia passenger train at a level crossing on the line between Fitzoy and Huntley townships. It is understood that Mr Wilson was on his way to Carp to superintendent loading of cattle which he was shipping today. The train which struck Mr Wilson's auto left Ottawa at 7:40 this morning and was in charge of Engineer H. McCulloch and Conductor J. Marsh of Ottawa.

It is thought that Mr. Wilson who was on the sixth line of Huntley, was driving his Dodge sedan and on approaching the crossing failed to notice the oncoming train. He was traveling at a slow speed. There is an exceptionally good view for hundreds of yards on either side of the crossing, it was stated. Fireman E (illegible) said he noticed the auto but it was traveling slowly, thought would stop before it made the crossing. The day was clear and bright and vision good. Heard bell ringing

Dr. A.B. Hyndman, coroner was called and had the body removed to the Wilson home. An inquest will be held, the time and date to be announced later.

Witnesses to the accident, S. T. and Dalton Baird of Kinburn, both stated that they heard the oncoming train and also heard the locomotive bell ringing. Other members of the train crew were H.H. Holmes, Baggage man and E. Milligan, Brakeman.

Resided in this District

The late Mr. Wilson was born at Carp 66 years ago and had resided in the district all his life. Her was President of the Monk Gtelephone Exchange and a past president of the Carp Agricultural Society. In addition to his wife., formerly Florence Moorhead, he is survived by five sons, Wallace Wilson of Ottawa, Robert, John, Archie and Albert, all at home; two daughters Mrs. I. Switzer of (illegible) View and Miss Frances Wilson nurse-in-training at the Ottawa Civic Hospital, and one brother G.H. Wilson of Carpp.

The late Mr. Wilson attended Kinburn Presbyterian church and the funeral will be held from the family residence to that church and Kinburn Cemetery.

The preliminary inquest was opened at noon today by Dr. Hyndman and after the usual formalities, was adjourned until Monday next at Carp.

30/09/1930 *Ottawa Journal*

Ottawa Electric

Car Service Tied Up

The derailment of car No. 616 at the corner of Bank street and Gladstone avenue at about 6.30 yesterday evening caused street car traffic to the Glebe and Ottawa South as well as along Gladstone avenue to be interrupted for more than an hour. The derailment it is believed, was due to the car "splitting" the switch at the corner.

02/10/1930 *Carp Review*

Renfrew

Huntley Man Killed on Railway Crossing

Mr. John James Wilson Meets with a Horrible Death.

This community has been the scene of another shocking accident, when on Thursday morning last (25 September) one of our most prominent citizens, Mr. John James Wilson was killed instantly by a train. He was on his way from his home on the sixth line of Huntley to his stock farm on the third line and was caught on the railway crossing near the cheese factory on the town line between Huntley and Fitzroy. He was in a closed car at the time and evidently did not hear or see the west bound morning passenger train coming as they met at the crossing at the same time. He could not have been thinking at the time as the crossing is not considered a dangerous one, and a good view can be had for quite a distance either way. Mr. Wilson received terrible injuries about the head which caused instant death and the car was badly smashed. One of Mr. Wilson's sons was driving along the road in a buggy and saw the accident as did also a couple of men working in a nearby field, but they were too far away to attract Mr. Wilson's attention to his approaching danger.

Inquest--funeral ---

10/12/1930 *Athens Reporter*

Westport

W.J. Curle, formerly Superintendent. of the B&W Rwy, died in Montreal.

12/12/1930 *Eganville Leader*

Renfrew

Eganville

New Siding at Spring Creek Crossing.

The Canadian National Railways, ever ready to serve the convenience of shippers, has constructed a siding at the Spring Creek crossing (Eganville-Perrault road) about a mile south-east of the town. Makers of pulpwood and producers of other commodities who reside in Perrault, on the McGrath road and on the Opeongo will be well pleased with the new siding, which will afford them greater accommodation for shipping and a shorter haul.

26/12/1930 *Ottawa Citizen*

Lachute

Masson

A Shaggy Red Head Looked Over Coal Board of the Tender

One day back in the nineties when R.W. Botterell was engineer on the C.P.R. North Shore road, he and his fireman had a peculiar experience - one which they could never quite explain even to their own satisfaction. The name of the fireman is not given as he is still alive and working in Ottawa at a job other than railroading.

One night when the passenger train in the North Shore line was between Thurso and Masson stations, the fireman looked over the coal board of the tender.

What caused him to look up he did not know. But when he looked, he saw a head looking at him over the coal board. The head was a shaggy red head, and the eyes were large and staring. The face was pasty white. the sight of this head only a few feet from him sent cold chills down the fireman's spine.

Went to Engineer

He dropped his shovel and sidled over to Engineer Botterell, nudged him and pointed to the coal board. Mr. Botterell looked and saw the red head.

"Go and grab him," the engineer said, "I can't leave here."

"Grab him yourself," the fireman retorted, "that's not a man. Tramps don't get into coal tenders. Anyway, what room would a tramp have there?"

Both looked again and the face still stared.

Disappeared

Suddenly it disappeared

The fireman went back to his shovelling, and it was not long before the train stopped at Masson.

Just as soon as the engine ground to a stop and before a tramp could have jumped, both fireman and engineer ran to the coal board of the tender. There was no sign of a man anywhere, nor could one be seen running in any direction. peculiar.

A number of tramps had been killed on the road from time to time. The fireman said that face did not seem human. How about it?

<http://news.google.ca/newspapers?id=BLsvAAAIBAJ&sjid=ANsFAAAAIBAJ&pg=2345,4233787&dq=railway+tramp+railroad+train&hl=en>