

# Local Railway Items from Ottawa Papers 1930

**Thursday 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.

More

<http://news.google.ca/newspapers?id=EGsuAAAIBAJ&sjid=j9oFAAAAIBAJ&pg=6718.775196&dq=train++railway++railroad&hl=en>

**Tuesday 21/01/1930 Ottawa Citizen Ottawa Electric**

Letter on cessation of OER service to Experimental Farm

<http://news.google.ca/newspapers?id=FmsuAAAIBAJ&sjid=j9oFAAAAIBAJ&pg=4583.2265463&dq=train++railway++railroad&hl=en>

**Saturday 24/01/1930 Ottawa Citizen Canada Central**

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 tamarack 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 tamarack 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.

**Friday 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=3tE0AAAIBAJ&sjid=g\\_UIAAAAIBAJ&pg=6838.5396881&dq=train++railway++railroad&hl=en](http://news.google.ca/newspapers?id=3tE0AAAIBAJ&sjid=g_UIAAAAIBAJ&pg=6838.5396881&dq=train++railway++railroad&hl=en)

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

- Streetcar drags child two blocks.

-Find death accidental

Mr. 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 walking on the railway tracks, and owing to the steam and smoke thrown up by a train passing under the trestle could not be seen.

<http://news.google.ca/newspapers?id=JWsuAAAAIBAJ&sjid=j9oFAAAAIBAJ&pg=7327,4895126&dq=train++railway++railroad&hl=en>

**Saturday 01/03/1930 Ottawa Citizen Kingston, Portsmouth and Cataragui 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.

<http://news.google.ca/newspapers?id=XBsvAAAAIBAJ&sjid=ONsFAAAAIBAJ&pg=4453,200041&dq=kingston&hl=en>

**Monday 03/03/1930 Ottawa Citizen Kingston, Portsmouth and Cataragui Kingston**

City officials 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.

**Friday 07/03/1930 Ottawa Citizen Kingston, Portsmouth and Cataragui**

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.

**Wednesday 02/04/1930 Ottawa Citizen Winchester Smiths Falls**

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.

**Thursday 03/04/1930 Ottawa Citizen Alexandria Ottawa, Laurier avenue**

OER blames for condition of Laurier Bridge.

<http://news.google.ca/newspapers?id=eBsvAAAAIBAJ&sjid=ONsFAAAAIBAJ&pg=7019,4389330&dq=train++railway++railroad&hl=en>

**Friday 04/04/1930 Ottawa Citizen Alexandria Ottawa, Laurier avenue bridge**

Urges east end Laurier bridge rebuilt at once.

<http://news.google.ca/newspapers?id=eRsvAAAAIBAJ&sjid=ONsFAAAAIBAJ&pg=4094,4517739&dq=train++railway++railroad&hl=en>

<http://news.google.ca/newspapers?id=eRsvAAAAIBAJ&sjid=ONsFAAAAIBAJ&pg=4518,4580540&dq=train++railway++railroad&hl=en>

**Friday 25/04/1930 Ottawa Citizen Ottawa Electric Ottawa, Experimental Farm**

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 pro tem. 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.

<http://news.google.ca/newspapers?id=iBsvAAAAIBAJ&sjid=ONsFAAAAIBAJ&pg=7174,7758739&dq=train++railway++railroad&hl=en>

**Monday 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.

**Friday 13/06/1930 Ottawa Citizen Kingston, Portsmouth and Cataraqui 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.

[http://news.google.ca/newspapers?id=w9E0AAAIAIBAJ&sjid=g\\_UIAAAAIAIBAJ&pg=3695.514186&dq=train+l+railway+l+railroad&hl=en](http://news.google.ca/newspapers?id=w9E0AAAIAIBAJ&sjid=g_UIAAAAIAIBAJ&pg=3695.514186&dq=train+l+railway+l+railroad&hl=en)

**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.

**Saturday 23/07/1930 Ottawa Citizen Alexandria Ottawa, Laurier Avenue**

James A. Dean, 48-year-old Canadian National Railways engineer died early last evening in the ambulance while being rushed to the Civic Hospital a few minutes after he had been run over by a yard train in the yards beneath Laurier avenue bridge.

The accident occurred about 7.15 as the yard train was backing south of a siding. At the time the train, of which dean was the engineer, was in charge of Fireman W.L. Thurlow, 64 Robert street. Dean had left the engine in charge of the fireman while he went to get something to eat. Although there were no known eyewitnesses to the tragedy, it is believed that Dean returned and started to get on board his engine just as it began to move out of the siding with six freight cars, and slipped as he climbed up the steps, falling between the engine and tender.

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<http://news.google.ca/newspapers?id=pfEuAAAIAIBAJ&sjid=1tsFAAAAIAIBAJ&pg=6982.753655&dq=post+train+engine&hl=en>

**13/08/1930 Athens Reporter Westport**

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

**Thursday 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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**Tuesday 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.

[http://news.google.ca/newspapers?id=pDE0AAAIAIBAJ&sjid=T\\_UIAAAIAIBAJ&pg=3783.1313059&dq=train+l+railway+l+railroad&hl=en](http://news.google.ca/newspapers?id=pDE0AAAIAIBAJ&sjid=T_UIAAAIAIBAJ&pg=3783.1313059&dq=train+l+railway+l+railroad&hl=en)

**23/08/1930 Athens Reporter Westport**

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

**Wednesday 27/08/1930 Ottawa Citizen Maniwaki Eagle**

When their auto was struck by a Maniwaki-Ottawa C.P.R. passenger train near Eagle station, two miles south of Gracefield, yesterday afternoon three residents of Chenier, Que., miraculously escaped with their lives.

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**Wednesday 27/08/1930 Ottawa Citizen Winchester Chesterville**  
Gerald Cairns, 25, son of John P. Cairns of Chesterville was killed instantly about 4.30 a.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.

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[http://news.google.ca/newspapers?id=qDE0AAAIBAJ&sjid=T\\_UIAAAAIBAJ&pg=4403.2143824&dq=train+railway+railroad&hl=en](http://news.google.ca/newspapers?id=qDE0AAAIBAJ&sjid=T_UIAAAAIBAJ&pg=4403.2143824&dq=train+railway+railroad&hl=en)

**Friday 29/08/1930 Ottawa Citizen Chalk River**  
Pembroke wreck.  
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**Friday 29/08/1930 Ottawa Citizen Chalk River**  
Fireman was in wreck of rain at Sand Point.  
John Shouldice, 32 year-old Ottawa fireman who is lying in Pembroke Cottage Hospital in a critical condition following the derailling 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 escaped then unscathed.

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[http://news.google.ca/newspapers?id=qTE0AAAIBAJ&sjid=T\\_UIAAAAIBAJ&pg=6554.2437331&dq=train+railway+railroad&hl=en](http://news.google.ca/newspapers?id=qTE0AAAIBAJ&sjid=T_UIAAAAIBAJ&pg=6554.2437331&dq=train+railway+railroad&hl=en)

**29/08/1930 Eganville Leader Chalk River Pembroke**  
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.

**Thursday 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

**Thursday 25/09/1930 Ottawa Citizen Renfrew**  
J.J. Wilson struck by train going to Scotia.  
[http://news.google.ca/newspapers?id=tJE0AAAIBAJ&sjid=T\\_UIAAAAIBAJ&pg=5960.5698678&dq=train+railway+railroad&hl=en](http://news.google.ca/newspapers?id=tJE0AAAIBAJ&sjid=T_UIAAAAIBAJ&pg=5960.5698678&dq=train+railway+railroad&hl=en)

**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.

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++railroad++train&hl=en>