

# Local Railway Items from Area Papers - 1938

*06/01/1938 Ottawa Citizen Beachburg*

Mr. Ryan, his father, is employed as a trainman at Capreol in Northern Ontario. News reached him Tuesday that his son was very low. The only train to Ottawa was a freight train so he came on that and arrived at the hospital a few hours before his son passed away.

*11/01/1938 Ottawa Citizen Alexandria Ottawa Union*

One of the best remembered stories to come from the type-writer of Doug MacKay, killed with nine others in yesterday's airliner crash at Bozeman, Mont., was his description of funeral services for a United States good will flyer in Ottawa.

In July 1927, Lieutenant Thaddeus Johnson lost his life in landing as one of an escort to Col. Charles Lindbergh who flew to Ottawa as an expression of goodwill on Canada's 60th Dominion Day.

MacKay covered the funeral service for the Canadian Press. His story concluded with a description of the scene as the train bearing Lieut. Johnson's body pulled out.

"It was then that the Spirit of St. Louis appeared out of the heavy grey sky, moving in great circles over the train as it moved out along the banks of the Rideau canal which were lined with people. Three times Col. Lindbergh circled, with the army fliers not far behind, and on the third time he cut his engine and dived in silence to within a few feet of the train, casting as he did a great armful of peonies".

*14/01/1938 Ottawa Citizen Sussex Street Cyr's crossing*

Return verdict of accidental death.

A verdict of accidental death with no blame attached to the train crew was rendered last night at the courthouse by a jury inquiring into the death of Wilfred Laliberte, 33, of Creighton street, Canadian Pacific Railway section hand. Mr. Laliberte was killed instantly on Monday morning when he tripped and fell directly into the path of a C.P.R. freight train at Cyr's crossing, one and a half miles east of Hurdman's Bridge.

Dr. W.T. Shirriff, chief coroner, presided and Crown Attorney Raoul Mercier, K.C., conducted the questioning of the witnesses, who numbered eleven, including Provincial Constable W.H. Kennedy and Special Constable John Brown, who investigated the accident.

Edgar Lavallee, Hurdman's Bridge, who was in charge of the section workmen including Laliberte, testified that he was standing on the north side of the track while the other men were on the south side. He said he saw Laliberte make a step toward the track as the train was but a short distance away. He yelled to the man to step back but Laliberte either tripped or jumped in an effort to cross and clear the tracks. The unfortunate man fell flat in the northerly track and his body was severed at the waist by the engine wheels.

Cuthbert Scott and Samuel Berger held watching briefs for the C.P.R. and the victim's family respectively.

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the funeral was held yesterday morning of the late Wilfred Laliberte who was killed Monday morning when run over by a freight train near Hurdman's Bridge.

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The C.P.R. maintenance staff was largely represented among the mourners and offerings included a beautiful floral piece from the employees of this department.

*26/01/1938 Ottawa Citizen Kingston (CN) Lancaster*

Accidental Death Verdict Returned

Special to the Citizen. CORNWALL, Ont., Jan. 25.

A coroner's jury at Lancaster, 16 miles east of here, today heard witnesses tell of the railway crossing crash there early on the morning of Nov. 27 which claimed the life of Charles Allanott, 23, of Martintown. After deliberating a few minutes, the jury returned a verdict of accidental death. Allanott was instantly killed in the crash.

Allan Ellenburg, 22, of Martintown, companion of Allanott, and a passenger in the car at the time of the accident, escaped serious injury. He was the chief witness and told Coroner T. O. MacLaren and the jury that he and Allanott had been at a party at Mose Dufresne's at Lancaster and were returning home when the accident happened. He said Allanott was driving and suddenly crashed into the side of a freight locomotive at the Lancaster crossing.

Witness admitted he had a quart of beer at the party, but claimed he was sober at the time of the crash yet he did not see the locomotive until the car was on top of it. He swore he saw no crossing signals and did not hear the train whistle.

The car struck the locomotive with such force that the drive-shaft of the engine was broken and another locomotive was required to move the freight train.

Members of the train crew testified that the usual crossing signal had been given by means of the train whistle and that the loco-motive bell was ringing as the engine was crossing the intersection. The crossing signal maintenance crew swore that when the signals were tested a few minutes after the accident they were in perfect working order.

*26/02/1938 Ottawa Citizen Winchester Chesterville*

Railway honours Chesterville boy for his alertness.

On Thursday morning of this week, one of Chesterville's 12-year-old citizens, in the person of Eric "Dickie" Fyke, son of Mr. and Mrs. Wm. Fyke, was pleasantly surprised when W.C. Beck, divisional superintendent, and John R. Caswell, divisional engineer of the Canadian Pacific Railway at Smiths Falls, made a special trip to Chesterville to extend and to present to him a tangible token of the company's feelings towards an alert Boy Scout.

"Dickie" was on his way home from school at noon on January 19th last taking a short cut across the tracks near the rink, when his progress was blocked by a passing eastbound freight train. As the engine passed over the switch, "Dickie" heard what he described as "a sound like a rifle shot." After the train had passed he investigated and found a broken switch which he immediately reported to Bob Ouder Kirk, sectionman.

Repairs were promptly made and the incident reported to the officials who, after investigation, made the award of a ten-dollar bill to "Dickie," who is a member of the 1st Chesterville Troop of Boy Scouts.

The ceremony took place at the Public school. R.C. Dillabough, principal, called all the pupils together and introduced the visitors who made the presentation to Eric, and who also called Irwin Stata, 11-year-old son of Mr. and Mrs. Ross Strata, who was with Eric, to the front and took his name saying he too would likely receive recognition.

Story of the Building of the Pontiac Pacific Junction Railway.

From Colton, California, comes a letter to O.T.S from a former Ottawa district man - E.J.W. Pangborn. This letter will particularly interest people living in Aylmer and in the Pontiac district. The following reminiscences will clearly show why the name Pangborn is well known to railroad men here and hereabouts.

"The old Pontiac Pacific Junction Railway was started from Pat Foran's farm, four miles west of Aylmer, and construction continued until the rails reached the twenty-mile post opposite George Lindsay's farm. That was in November 1882, and until May 1st, 1884 nothing more was done.

"My father, G.W. Pangborn, was appointed superintendent of construction. When he took charge he rented two buildings on Main street, Aylmer, down near the old Victoria hotel, which was then being operated by Alphonse Martel. Those buildings which belonged to the Union Forwarding Company, were later purchased by James and William Baillie, who for years operated saw mills in the district. The railway company moved out of that place on December 1, 1884, and rented Wm. McLean's large house on Main street.

Helped to Move

"Well the P.P.J. office furniture and fixtures were moved up to the new office, and I had considerable to do with the moving as I was office boy, earning the large salary of \$8 per month. It was my duty to look after four offices and to see to the charging of the telegraph batteries and telephone lines to the shops.

"The railway company bought E.A. Cole's old hay and grain shed at the end of the C.P.R. main line and converted it into a two-stall engine shed and also built a lean-to for a blacksmith and carpenter shop.

"On Christmas morning, 1884, I received a visit from Jack Mullarky, Dominion land surveyor, who at that time, was working for the P.P.J. After the usual Christmas greetings, he sang out, 'Well, Denis, (his brother) is quite hearty this morning.' Brother Denis had just been married to a Miss Harty.

"The first passenger train was run over the new line on January 1st, 1885, between Aylmer and the end of steel, to connect with Limmy Moyle's stage for the Quyon, two miles away. The stage was driven by a young fellow by the name of Fairbanks. The agent and operator at the station - which was just a small shack opposite George Lindsay's farm - was Andy Bulger, whose father kept the Bulger House in Quyon: he afterwards sold out to a Mr. Lang of Bristol. The engineer on the first passenger train was Hosey Remington and the conductor was Joseph Roy. The fireman was Fred Maquire, a Quyon boy, and the brakeman was Bob Lidke.

"This train ran for about a month, leaving Aylmer at 5.45 p.m. on arrival of the C.P.R. train from Ottawa. There were three stations for the train to stop at: 1. Breckenridge, where the agent was George Gaud. This station was built by Louis Boivin of Sorel, Que, in 1884; 2. Eardley station, which was built by the same contractor in the same year and which stood at Henri Riopel's crossing. In 1886 it was moved by Charles Parker to Parker's station. The agent at Eardley was A.A. Wright; 3. the station at George Lindsay's farm referred to above.

"A good story is told about old Joe Roy, the conductor. One day the train stopped opposite the old Tremblay farm to take on wood for the engine. Joe had forgotten about this stop and he entered the coach and announced, 'This stop is Black Bay' - which was the name Eardley station went by in the eighties. Suddenly he realized his mistake and he sang out, 'Oh, excuse to me! I'm sorry we make mistake. Engine stop for wood and to get him up steam. Keep your seats and we reach Black Bay soon.'

Stopped Running

"Well the company took over the road from Armstrong and closed the line. The train was taken off and everybody was out of a job except father and myself. Finally the office in Aylmer closed and I got a clerking job for a time in E.A. Cole's general store. After that I was hired by H.J. Beemer, who had taken over the P.P.J. and built it to Waltham.

"At that time H.G. Gundlack was joint agent at Aylmer for the C.P.R. and the old P.P.J. Leon Gravelle was warehouseman and Peter Gravelle was drayman of the town. C.J. Flaherty was telegraph operator for the P.P.J. in McLean's building in Aylmer, L.H. Shirley was chief engineer of the line and had quite a force of surveyors and draughtsmen working under him, including Harry Heath, Guy Dunn, E.A. Evans, E.P. Quirk, L.T. Petchard and Joe Woods, all of whom were engaged on surveying the route for the line. L.J. Mullarky surveyed the farmers' land on the right-of way and E.P. Lawrence and K.J. Kirkpatrick were draughtsmen in the Aylmer office. Walter McDougall was clerk in the office and Rodney Fleming and A. Parent were timekeepers.

"Ahearn and Soper of Ottawa were given the contract for installing the telegraph line and equipment at all the stations and Jim McMillan was the man who carried out the work.

"There was considerable rock cutting to be done between Aylmer and Breckenridge station - a distance of about seven miles. A. Moussette of Aylmer was the sub-contractor on this job and Charles Brunette, his brother-in-law, was foreman. All the dynamite was hauled by old Charlie Beaudoin. Many a time I have helped him load up at the C.P.R. station in Aylmer. In those days Charlie Beaudoin lived on Charles street just behind the residence of Dr. J.J. Woods.

"After the P.P.J. passenger train was taken off the line early in 1885. Joe Roy and the section men rented two handcars and one push car and started the Hand Car Limited, between Aylmer and Quyon. Joe was the conductor. In the operation of this service the push car was sandwiched between the handcars. But the 'Hand Car Limited' only lasted about ten days as snow and ice piled up high in the various rock cuts and proved too much of an obstacle for the improvised passenger service to hurdle.

"During the same winter Capt. A. Goulet, owner of the old steamer Chaudiere, had a new boat built at the foot of Main street, next to the old Union Forwarding Company wharf. The new boat was christened the 'Albert' after Capt. Goulet's eldest son. Bill Clauson of Aylmer was engineer of both boats. The same engines and boilers served both steamers. I recall that another steamer on the lake at that time was the Monitor (Capt. Noel). These steamers were used to tow cribs of square timber and logs from Chats to Deschenes rapids.

"During the summer of 1884, while Armstrong was building the P.P.J. line to George Lindsay's farm, E.A. Cole conducted boarding camps at various locations as the work moved along. Joe Paquette was the chief cook and the carting of supplies to the boarding camps was done by old man Beaudoin. Between carting dynamite, beef, salt pork and groceries the old fellow was kept on the hop every day.

"In the early days of construction work on the P.P.J. line a locomotive known as the John Rankin, belonging to the Montreal and Sorel Railway, was used in work train service until the line shut down in January, 1885. At that time the engine was dismantled and left on a spur track at Aylmer. But in April, 1885, my father repaired the John Rankin and it was sent, by orders from Armstrong, to the St. Jerome and New Glasgow Railway at St. Jerome, Quebec. With the locomotive went Wm. Graham, engineer, Bob Delworth, fireman; Joe Roy, conductor, and Bob Lidke, brakeman. They were down there about a month building about seven miles of road. That road is now part of the C.N.R.

Service Resumed

During the month of May, 1885, the Aylmer Times published a story to the effect that the P.P.J. was going to start operating again and things were going to boom once more. But it was July before the first move was made in that direction. When work was resumed under H.J. Beemer, A.H. Lego was superintendent of construction; my father was master mechanic of all rolling stock; Joe Leslie, roadmaster; J.N. Wright, timekeeper, myself, assistant timekeeper; J.F. Prince, superintendent of traffic, and W. Dale Harris, chief engineer. By December 31, 1886, the road was built as far as the Coulonge river.

"During the winter of 1887 the bridge over the Coulonge river was built, also ten miles of track up to the mouth of the Black river. That was the end of construction activities until 1894. In the summer of that year the company received an additional bonus which enabled it to complete its work. By November of the same year trains were running through to Waltham.

:Waltham has been the end of the old P.P.J. Railway (Waltham branch of the C.P.R.) ever since I as engineer and Joe Irish as fireman of engine No. 3 (Hon George Bryson) ran the pay car special from Aylmer to that point and return. Jack Davis was conductor on that train and Sam Kenney was a brakeman. A. Mr. Brennan was the paymaster.

Three Lines Surveyed

"An interesting old time fact in connection with the P.P.J. is that during 1884 and 1885 three lines were surveyed under Shirley and Harris. There was the front line which ran close to Quyon village and followed the Ottawa river pretty well all the way up. Then the middle line, where the railway runs now. And lastly there was what was known as the back line. It struck off near North Onslow and through Otter Lake. I believe Harry Heath and Guy Dunn worked on those surveys. If I am not mistaken, Guy Dunn is presently living in the village of Quyon."

My Pangborn was formerly locomotive engineer on the Gatineau Valley Railway and more recently on the Southern Pacific Railway. He is now on the retired list and residing at North 7th street, Colton, California.

Truck stalled on tracks is twice struck by trains.

Three young men, whose names were not secured, had a narrow escape from serious injury or death last night when a truck that they had been pushing across the railway tracks at Westboro was almost demolished by a west-bound C.P.R. freight train

The accident happened on Victoria street, Westboro, about 10.30. The truck was travelling north and near the crossing the motor stopped. Two passengers got out and started to push the truck over the tracks. When the truck was on the tracks it became stuck again. The three men heard a train approaching and left the truck and ran back out of the reach of any possible flying debris.

When the truck was struck by the train it was pushed about 30 feet up the tracks. Before it could be moved by a tow-truck, an eastbound railway snowplow struck the vehicle again and drove it back to the street crossing. From here it was towed to a garage. Late today no report of the accident had been made to the local provincial police office, and the men were not yet identified.

04/03/1938 *Ottawa Citizen**Kingston (CN)**Maitland*

A. Towsley, of Ottawa, today possesses as a souvenir an automobile crank, all he has to show after his car was struck by a Canadian National Railways passenger train No. 14 eastbound to Montreal at the level crossing north of Maitland village yesterday afternoon.

Towsley was proceeding south on the county road leading to provincial highway No.3, when his car stalled on the level crossing on the main line of the Canadian National Railways. He got out of the car with the crank in his hand to start the motor and looking westward noticed the approach of the passenger train in charge of James Manseau of Montreal. The train was estimated to be travelling between 50 and 60 miles per hour.

The Ottawa man was well clear of the tracks when the locomotive struck his sedan which was completely demolished, leaving the owner with the crank. The wreckage of the car was removed by a wrecking truck belonging to a Maitland garage. The accident was investigated by Provincial Constable Harris of the motor cycle patrol.

08/03/1938 *Ottawa Citizen**Kingston (CN)**Lancaster*

Alexandria - Brakeman killed in fall as train crossing bridge.

Frank C. Schaffer, aged 53, of Brockville, a brakeman for the Canadian National Railways was instantly killed near Lancaster tonight when he fell from the cab of a fast freight as it was crossing the bridge over the Black river, one and a half miles west of Lancaster. The man's body was found crushed between two girders of the superstructure of the bridge. Dr. T.O. McLaren of Lancaster, coroner, released the body and it was taken back to Brockville.

Lost his grip.

J.P.W. Smith, of Brockville, the engineer, saw Mr. Schaffer, who is front end brakeman, open the door and look back along the side of the train and then the man lost his grip and disappeared into space. Smith immediately stopped the train and then backed up to the bridge where the body was found. The accident occurred about 8.50.

W.J. Schaffer, conductor in charge of the train, and a brother of the deceased and Sam Easter, fireman, were the other members of the crew.

Dr. McLaren stated that an inquiry into the fatality would be held in the week. Provincial Constable J. Berry of Alexandria investigated the accident.

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Brockville - Frank Schaffer resided here at 58 Abbott street and was well known in town. He was formerly a conductor and had been with the C.N.R for many years. He is survived by a wife, two daughters and as son as well as his brother living here. Funeral arrangements have not yet been made.

10/03/1938 *Ottawa Citizen**Montreal and Ottawa**Ottawa Union*

Amazement caused at Union station by strange "train"

With the next train not due for more than two hours and no word of a special arriving, railway officials at the Union Station were startled about 7.45 last night to see twin headlights approaching from the north on the single two-way track from Hull. Block signals were immediately set against the train but the lights continued to advance. A switchman raced up the track swinging a red lantern, the universal signal to stop, and finally the lights stopped on the tracks just under the south side of the Plaza bridge.

C.P.R. officials who had followed the switchman up the track to investigate what was presumed to be an engineer running through block signals, were amazed to find that it was an automobile that was driving into the station on the tracks.

So He Went Ahead

The driver, Russell Robertson, aged 49, of 159 Belmont avenue, told police and railway officials that he had been coming across the Alexandra bridge from Hull and at the Ottawa end of the bridge had driven on to the Hull Electric railway tracks by mistake, instead of continuing along the road which swings right downhill under the tracks and comes out in front of the Printing Bureau to Mackenzie avenue. He said that once on the tracks he could not back up so continued ahead.

Mr. Robertson was taken to the Ottawa police station by Prowler Constables T. Stoneman and W. Meehan and was charged with reckless driving. He was allowed to go home but his car was kept at the police station.

In court this morning the case was remanded until next Tuesday without a plea being entered. The car was returned to Mr. Robertson. C.P.R. investigators said there was no charge against Mr. Robertson under the Railway Act. The incident will be reported to Montreal and instructions for prosecution, if any, will be issued from headquarters.

First Time on Record.

Railway officials said last night that it was the first time in their memory that an automobile had been driven into the station without special flanged wheels for official cars. With the automobile on the tracks it was a problem as to how it was going to be taken away. Constable Stoneman drove the car into the covered part of the station, jumped several sets of tracks then jumped the car up onto the cement walk which parallels the tracks. The car was then driven up to the glass partitioned part of the station and then south again to the mail-hole where mail trucks are loaded and from there around the powerhouse and to Besserer street. It was then taken to the police station.

Noticed in Despatches

Edward O'Brien, investigator for the C.P.R., said last night that since records of all movements of vehicles over the C.P.R. tracks are kept by the despatcher, the following message was sent over the despatcher's key:

"Automobile carrying Ontario license 2-U-280 arrived at Union Station, Ottawa from Hull at 7.47 p.m., March 9, 1938. No order or staff. Conductor did not report to despatcher."

Auto Undamaged

At the police station the automobile was examined and found to be undamaged. It was pointed out by police and by the C.P.R. investigators that to reach the station the automobile must have travelled across the trestle bridge which is a continuation of the Alexandra bridge and also along the edge of the cliff over the Ottawa river and Rideau canal where a slight miscalculation on the part of the driver would have toppled the automobile many feet to the ice below. Mr. Robertson told police that he had travelled along the ties when he found that he could not keep the wheels of the automobile on the narrow iron rails of the street car tracks.

12/03/1938 *Ottawa Citizen**Beachburg**Kinburn*

Thomas F. Olmsted, 438 Parkdale avenue, brakeman on the C.N.R. suffered painful injuries yesterday morning at Kinburn when he was accidentally knocked from a train en route to Pembroke. Details of the accident were not available, but it is understood that in some way Mr. Olmsted was knocked from the rear carriage by a small truck at the station. Dr. W. R. Dowd of Kinburn was called and ordered his removal to hospital. Later, Mr. Olmsted was able to return to his house.

**Drove on Tracks dangerous Driving Charge Withdrawn**

When on the evening of March 9, after crossing the Interprovincial Bridge, Russell Robertson, 159 Belmont avenue, drove his automobile along the railway tracks instead of the roadway and landed up at the Union Station, he surprised railway officials and a lot of others. The police figured he was guilty of something and as a start charged him with driving in a manner dangerous to the public. After a remand, the case was slated for traffic court yesterday afternoon. When it was called Sergt. Hector Lavigne asked that the charge be withdrawn as there was no evidence to support it. The only witnesses were those who saw the automobile moving merrily along the railway tracks with lights burning brightly and coming to a stop at the station where it was met by railwaymen who got a real surprise. They could tell little to prove reckless driving, in the opinion of the police, and so the charge was dropped. The railway officials might have laid a charge for trespassing or obstructing the tracks or for something else but decided against any prosecution. They feel that there will not be many others who will take the same route to Ottawa.

**Admits Handcar Theft And Is Remanded**

Kenneth Edinsborough, 22, of City View, pleaded guilty in County Magistrates Court this morning on two charges arising out of a near-derailment of the C.N.R. Transcontinental Express at Bells Corners last Tuesday. Edinsborough admitted stealing the handcar from the roundhouse (sic) and with placing an obstruction across the tracks in such a way as to endanger the lives of the people in the flyer. He was remanded until next Monday by Magistrate Clayton.

Aylmer also decided to protest to the board of Railway Commissioners for Canada against the proposal of the Canadian Pacific Railway company to make Aylmer East, on its line, a flag station. The company has given notice that the station has been losing revenue. The council will seek an opportunity of having a deligation heard in this matter by the Board of Railway Commissioners.

Three Men Killed, Six Injured In Freight Train Wreck Near Norway Bay

Bodies of Two Unidentified Young Men Are Taken From Debris - Third Dies in Hull Hospital

Toll of three dead and at least six injured was taken in a train wreck between Quyon and Norway Bay on Sunday afternoon, when a Canadian National freight train of 19 heavily-loaded cars was derailed and jumped the track to crash into a swamp along the right-of-way. Cause of the derailment is said to have been a loosened wheel which wrenched the train to one side and precipitated the wreck.

Second Body Found Under Car

When searchers resumed their work this morning a body of an unidentified man was discovered beneath a tank car, crushed down into the swamp, and it is feared that other victims will be found in the course of the day. All dead and injured were described by railway authorities as transients who had been "riding the rails" or were concealed in other spots on the train.

The Dead

"Billie" Hilton, 23, of Westville, Nova Scotia, who died of injuries at eight o'clock this morning at Sacred Heart Hospital, Hull.

An unidentified man about 25 years of age, discovered a short time after the wreck occurred.

A second unidentified man between 25 and 30 years of age found under a tank car shortly after daylight today.

Injured.

Frank Grabeau, 45, of Montreal, injuries to both legs, with possible fracture of right leg, patient at Ottawa Civic Hospital;

Alexander Campbell, 39, of no fixed address, head injuries, severe shock and possible fracture of right thigh, also at Civic Hospital;

John Green, 23, of Westville, N.S., one of the Moose River mine disaster heroes, his right arm fractured, bad head and face injuries, patient at Sacred Heart Hospital, Hull;

John Hilton, 19, of Westville, N.S., in Sacred Heart Hospital with a fractured left thigh bone, and cuts and bruises on the right leg;

Garland Oldfield, 28, also of Westville, patient at Sacred Heart Hospital, suffering from fracture of left thigh.

Another man, whose name was not learned, was treated at Civic Hospital and later allowed to go.

All three at Sacred Heart Hospital were listed as serious.

Opens An Inquest.

The second body, discovered by a wrecking crew at six o'clock this morning, was viewed by Dr. Leopold Renaud, Pontiac county coroner, and transferred temporarily to Pontiac station, pending possible identification. An inquest was opened this afternoon. No papers nor marks of identification were found in the man's clothing. In view of the immense amount of debris and the weight of the laden box, tank and freight cars, a second working crew was despatched to the scene this morning and joined workers already there in their gruesome search. The crash occurred at three o'clock, standard time.

Work crews of more than 200 men under the direction of P. H. Fox, C.N.R. assistant-superintendent of Ottawa, toiled at high pressure this morning and afternoon clearing away the tangled mass of wreckage. At noon no other bodies were found although some of the transients who escaped injury were sure that several more men had been entombed in the crash.

Says Track Was Sound

Mr. Fox said he expected to have the wreckage cleared away and 300 feet of track rebuilt for traffic by late this afternoon. Leo Elliott, section foreman of Pontiac Station, declared that he had carefully inspected the stretch of track where the wreck occurred just a few hours before the derailment and found it to be in sound condition.

Several large box cars, tank cars and flat cars are still lying turned over in the ditch and swamp beside the right-of-way and are being hoisted by cranes.

Several survivors of the wreck made their way into Quyon last night and expressed the fear that perhaps nine or ten more men had lost their lives.

Tales of Crash

Basil Williams, 28 year old transient from the maritimes gave The Journal a graphic account of the wreck. "I was on a flat car loaded with square timber, directly behind one of the tank cars. It seemed to me that there were at least a dozen men on the tankers. I saw the cars in front buckle and shoot up in the air, so directly behind one of the tank cars I jumped hoping to get clear of the falling timber and cars. Luckily I jumped the right way and landed safely on soft ground.

"I didn't see the gang of fellows on the tank car afterwards and don't see what else could have happened to them but to be crushed under the weight of steel."

Williams was unable to identify the bodies of the two victims which were taken from the debris last night and this morning.

Between 20 and 25 men were riding oil tanker cars and iron loaded freight cars in the train. Although several men were seen to run away from the scene as the cars piled up on both sides of the demolished trackage, it was believed some may have been buried in the wreck.

Fewer than half of those believed to be riding on the train were definitely accounted for.

Heading east from North Bay. The train had swung across the Ottawa river to the Pontiac area, where the C.N.R. line continues on the north shore of the Ottawa to Fitzroy Harbor, crossing back to Ontario at that point for the run to Ottawa.

The freight, official C.N.R. train No. 402, was only two miles west of Pontiac station, between Norway Bay and Quyon, when a wheel became detached from the sixth car from the locomotive. This car and others following it left the tracks and were piled up in the swamp the train was passing at the time. The tracks were torn up for a distance of 200 feet.

One Moose River Rescuer

Four Westville, N.S., young men, one of them a miner who assisted two years ago in the rescue of two of three men imprisoned in a mine in Moose River, N.S., were admitted at Sacred Heart Hospital, Hull, in a serious condition, and three other injured men were treated at Ottawa Civic Hospital and were admitted there. The identity of the men whose bodies were recovered from the wreckage at the scene were not established.

Survivor Tells of Wreck

"We four boys had been travelling around together looking for work", he said. "I was one of the guys in on the Moose River affair, when we got out Dr.

Robertson and Alfred Scadding. No, don't call me 'draegerman'. I hadn't anything to do with that part of it. I used to be a miner and helped at Moose River at the time of the rescue, that's all.

"Well, me and the boys had been working around St. Thomas, Ont., but things got tough there. So we thought we would head for the North country. But there is not as much work there as they say, and we couldn't get anything worth while to do. So we figured on heading east - to get home if we could work our way there.

"We were among the gang riding this here freight train. It was a long train. It was hitting about 35 or 40 when the trouble happened. The other three boys in my gang were on an oil tank car ahead of me. I was riding the front end of the next car, also a tanker. Suddenly I see the car in front of me jump in the air. There was a cloud of dust and the next thing I know the brakies were hauling me out of the wreckage. I'm lucky I did not get killed, but, as the cloud of smoke or dust came, I hung on to a rod tight. The whole car toppled over on us.

"How many were riding the train? That I can't say. It must have been more than 20, possibly 25. I know some of the lads were seen running away in the bush and swamp after the smash - possibly five or six of them. But there must be other guys in that wreckage."

How many lives were lost appears impossible to tell as aid was hurried to the scene of the mishap.

C.N.R. Statement

P.H. Fox, of Ottawa, assistant C.N.R. superintendent in this division, hurried to the vicinity of Pontiac station with medical aid and a relief train, as news of the tragedy reached Ottawa. Late Sunday night Mr. Fox, still directing rescue workers at the scene, issued the following statement through the C.N.R. office here, to the press.

"In a derailment of several cars on a through eastbound freight train at 3 p.m. this afternoon at a point about 40 miles west of Ottawa, and near Pontiac, one trespasser riding the train met fatal injury and four others were more or less seriously injured. Several other trespassers riding the train escaped unhurt. The deceased was unknown, age about 25 years. Remains are in charge of the coroner of Pontiac county located at Campbell's Bay.

The injured are Billie Hilton, John Hilton, Geralf Oldfield and John Green, from Westville, N.S., and were promptly taken by coach to Ottawa and to Sacred Heart Hospital, Hull. An investigation concerning cause of accident is being made promptly by the railway."

Members of the crew of No. 402, the freight concerned, were G.H. Stewart, conductor, and Donald McPhail, engineer, both of Ottawa.

When the accident happened calls for help were sent to the settlements and Summer colonies on the north shore of the Ottawa near the scene. Living close by were Dr. M.D. Graham, 231 Crichton street, Ottawa, and Mrs. Graham, who were occupying their summer cottage near Bristol. News of the derailment reached Dr. Graham through a railway employe at Bristol. The doctor at once boarded a light locomotive, which was on the tracks there, and hurried to the scene. In the meantime Mrs. Graham took out the doctor's car and drove towards the derailment.

#### Wife Helps in Rescue

Thus while Dr. Graham was the first physician on the scene, Mrs. Graham played an important part in the rescue work. Three of the injured were staggering along the road from the railway towards her car, as she approached the scene. They were all evidently hurt. Without stopping to inquire how they were hurt, she bundled them in the car and drove as fast as she could for Ottawa. She landed the patients at Ottawa Civic Hospital at about 7.30 p.m.

They included Grabeau and Campbell. The two who were admitted at Civic Hospital, and another man who was only slightly hurt and was given first aid.

Dr. Graham, in the meantime, had taken part in a general search of the wrecked train for victims. One body was found almost immediately. The victim had met instant death.

It was impossible to probe the wreckage. Some of the cars had been loaded with iron ingots from the North country. These were piled high on both sides of the railway right-of-way, amid wreckage of the tank and other cars. The track was torn up for a considerable distance. One freight car had been loaded with lumber, and this added to the debris as the car was smashed to small pieces.

Railway telegraph carried news of the mishap to Ottawa and Acting Superintendent Fox took immediate steps to organize a relief train. He communicated with Dr. George S. MacCarthy, 110 Lisgar street and Dr. Lorne Gardner, 328 Waverley street. They did not wait for a wrecking crew to be assembled for the relief train, but started at once for Pontiac station.

Dr. Graham had given first aid to several injured men at the scene. All were transients.

To their travel-stained bodies had been added the muck of the swamp into which the derailment precipitated them, and doctors found dirt ground into their wounds.

#### Four suffer fractures

Four of those found at the scene has suffered fractures, at least one of them being critically injured. Immediately the relief train reached the scene they were transferred to a special coach and hurried to the Capital and to Sacred Heart Hospital.

At the hospitals here emergency measures were at once employed for the victims of the wreck. Dr. N. Schechter, of the Civic Hospital staff attended the two men admitted there, and at Sacred Heart Hospital Dr. Gerald Brisson took charge of the four serious men transferred there.

#### Await identification

When it was established that death had resulted from the derailment, Dr. Leopold Renaud, of Campbell's Bay, chief coroner for the Pontiac district, was summoned to the scene. He had the body of the unidentified victim taken to a funeral home at Campbell's Bay, where it will be kept while efforts are made to establish the transient's identity.

Work of the railway authorities in determining the exact outcome of the derailment was complicated by the character of the "passengers" hurt. All were men who had boarded the freight train unlawfully, most of them being unemployed men "beating" their way east from the mining areas of the North country.

#### Some Fled to Bush

Immediately after the crash railwaymen say a number of those who were on the freight, fled into the bush for fear of consequences, and it was stated no possible count of heads could be made to determine how many were concerned in the mishap.

At the point of the derailment there is a creek beside the railway right-of-way, and the wrecked cars toppled into a quagmire in which it was feared bodies may have been pressed down under tons of debris.

C.N.R. officials in Ottawa left no stone unturned to right matters when they reached the scene. Those hurt were given as much consideration as though they had been first-class regular passengers. On their arrival at hospitals in Ottawa and Hull, railway officials made arrangements for local doctors to take charge of the cases at railway expense.

Trackage on the important Pontiac link of the C.N.R. system in this division, was disrupted by the derailment, and it is believed it would be at least 24 hours before service could be restored over the line of the north shore. There was only slight delay in passenger and freight movement on the division, however, traffic being rerouted through Golden Lake and Pembroke junction.

#### Sense of Desolation

Darkness closing down on the scene of the wreck hampered searches, but powerful search lights directed on the torn section of the track revealed an appalling panorama of desolation. The fast freight rushing eastward over the main line, caused two of the heavy tank cars in its wake to buck high into the air. It was said at the scene the cars jumped as high as the top of telegraph poles.

Wreckage of two refrigerator cars was strewn about, and the ground was littered with the carcasses of mutton and beef. Copper and zinc in bars and blocks also lay about. Some of the freight cars had been loaded with this valuable cargo. Officials said it would be necessary in some cases to unload the metal, which was not upset, in order to raise the overturned cars.

#### Parents Are Notified

The body of Billie Hilton, who died of injuries in hospital, was conveyed to Gauthier's undertaking parlours, 101 Notre Dame street, Hul, and news of his death was sent to his father, Henry Hilton, Grant street, Westville, N.S. Coroner Dr. Joseph Isabelle viewed the body at the morgue but is holding no inquest since Hilton's death will be investigated together with those of the other victims by the authorities of the county of Pontiac.

Preparations had been made at Sacred Heart Hospital to amputate both of Hilton's legs, which were shattered in the wreck, but death intervened.

#### Believe "Missing" Escaped

Montreal, May 8 - Canadian National Railways headquarters said tonight reports reaching here indicated not more than one man had been killed in the derailment today of a fast freight near Quyon, Que.

The advice received at the railway's office from the scene of the wreck said one man known dead was a "trespasser" on the train. His identity was not known. The Montreal railway officials said there was no likelihood any bodies remained among the 19 cars which they asserted had been derailed. The wreckage had been searched thoroughly, they declared. There had been no fire.

The 13 transients listed as "missing" were believed here to have left the scene of the wreck, the railway office said. Officials had not heard tonight how many were aboard the train.

The railway office said it had not been advised of the cause of the accident but it was described as "not a bad derailment". The cars had not been badly damaged it was explained.

Cause of Wreck Is Not Determined

Employes Say Train and Tracks in Good Condition One Body Not Identified.

At a coroner's inquest held on Monday over the three victims of Sunday's train wreck near Norway Bay, jury found that death of the three was accidental and that actual cause of the wreck could only be determined by further investigation.

Killed in the crash were: Billie Hilton, Westville, Nova Scotia, who died in Sacred Heart Hospital, Hull; Andrew Manson, of North Bay, and a third man as yet unidentified. Dr. Leopold Renaud, Pontiac county coroner, presided at the inquest.

Questioning of the train crew and others during the inquest failed to determine the cause of the derailment. Close scrutiny of the rails by C.N.R. officials had disclosed no clue to the mishap, and it was believed the actual cause of the wreck would never be known.

Members of the train crew said a complete inspection of the train had been made at Pembroke Junction a short time before the accident and had failed to reveal any defects in any of the car wheels. It was also shown that an inspection of the roadbed had been made the morning of the wreck and it had been found to be in perfect condition.

After hearing the evidence of five witnesses it took the jury only a few minutes to return a verdict of accidental death.

Find Wreck Accidental

The inquest was opened at the home of William Taylor at Pontiac Station by Dr. L. Renaud, coroner for Pontiac county at three o'clock and lasted more than two hours before the jury brought in a verdict attributing the deaths of the three men to a train wreck caused by an accident.

Donald McPhail locomotive engineer, of 344 Stewart street Ottawa, said the freight was proceeding east towards Pontiac Station at speed of about 38 to 40 miles an hour when the emergency brakes suddenly went on. "I looked back along the tracks and saw the cars had jumped the rails. All we could do was hang on and wait until the train pulled to a stop. I went back and viewed the situation, then proceeded with the engine and four cars to Pontiac Station where I phoned the despatcher in Ottawa."

Later Mr. McPhail said he went back to the scene of the wreck with a doctor from Ottawa to render first aid to the injured men.

He noticed four men who were suffering from injuries, and later found one man dead in the muskeg.

Questioned closely by the coroner as to what might have caused (the accident Mr. McPhail said he had no idea whatever.

Track All Right

"You were never told the track in bad condition?" asked J. Noonan, Crown Attorney for Pontiac, who questioned the witnesses.

"The track was all right", replied Mr. McPhail

Mr. Noonan: "Is it a habit for people to get on the trains? Mr. McPhail: "

"It is mighty hard to keep them off these days".

Mr. Noonan: "Did you know of any on the train that day."

Mr. McPhail: "No, I could not say I did".

Inspected at Pembroke.

Mr. McPhail explained the train's last stop had been at Pembroke, where a thorough inspection had been made of all the cars. There was nothing whatever wrong with the train.

Asked if there were many empty cars in the 40 which comprised the freight Mr. McPhail said there three, two empty tank cars and one empty coal car.

Mr. McPhail further explained in answer to questions by the coroner and the Crown attorney that the brakes applied themselves the air lines broke with the derailment of the car.

At the conclusion of his evidence McPhail said he had no idea what had caused the derailment of the cars. It might have been a dozen things, and he would not take the responsibility of saying what it had been.

Two Buried in Wreck

George Stewart conductor of the train; who resides at 32 Second avenue, Ottawa, was the next witness. He said he saw a cloud of dust and all they could do was wait until the train came to a stop.

"I went along the track and dug out two men who were badly hurt. They were buried right up to their shoulders in the mud. Later I found another man who was dead."

Mr. Stewart said he was one of the three men who inspected the train at Pembroke Junction. Everything was in good condition.

Questioned as to the transients on the train, Mr. Stewart said he saw at least 25 men hanging around the train at Pembroke Junction but he could not say how many of them, if any, got on the train as he did not see them when the train pulled out.

William Old, C.N.R. constable, of 110 1-2 Third avenue, Ottawa, said he proceeded to the scene of the wreck on the auxiliary train which, reached Pontiac Station at seven o'clock. He was placed in charge of the dead man, who had been found in the muskeg pending the arrival of the coroner.

Mr. Old said he searched the body for identification but failed to find anything that would reveal his name or where he came from. He was a man of about 23 years of age, weighing about 160 pounds. His complexion was dark, eyes were brown. He wore a green sweater with two yellow bands on the arms, dark grey trousers, brown shoes, blue shirt and blue tie.

Hugh Hastings, 22 Thornton avenue, another C.N.R. constable, gave similar evidence.

Second Victim Unknown.

Robert French, provincial detective located at Campbell's Bay, gave the description of the second man found underneath one of the tank cars on Monday morning. He was 25 to 30 years of age and five feet 10 inches in height and weighed about 135 pounds.

He had a fair complexion, blond hair, green eyes, and a scar on the left side of the chin. He was wearing a blue sweater, blue shirt, red necktie, dark grey trousers with checks, black socks and heavy black boots.

A search of the man's clothing failed to reveal anything which might give a possible clue as to his identity, although in his pocket was a small notebook containing several names including that of Miss Irene Valiquet 318 Stewart street and addresses of several persons in North Bay.

In summing up the evidence Dr. Renaud said the jurymen had heard sufficient of the circumstances to decide whether the wreck was due to an accident or had been caused by lack of care or negligence.

In a few minutes the jury returned with a verdict of accidental death.

Working continuously since their arrival on the scene, wrecking crews drove the last spike in the rebuilt right-of-way shortly before 6 p.m. Monday, and traffic over the main line was resumed.

Twisted and broken box cars, pieces of scrap metal, were piled along either side of the tracks as the regular service was resumed, and these will be removed on flat cars immediately.

Injured Improving

Slight improvement was noted at Ottawa and Hull hospitals of the five injured in the wreck who are still under treatment here.

At Civic Hospital it was determined that Alexander Campbell, 39, of no fixed address, has a fracture of the right thigh bone, but the other patient at Civic Hospital, Frank Grabeau, 45, of Montreal, has no broken bones, although he suffered considerably from shock and minor injuries.

At Sacred Heart Hospital improvement was reported in the condition of Garland Oldfield, 28, of Westville, N.S., and John Green, 23, also of Westville, two of the four who were hurried to Hull on a relief train from Quyon district early on Sunday evening.

In another little ward at Sacred Heart Hospital there is one empty bed. In it "Billie" Hilton, 23, of Westville, N.S., died on Monday morning, both his legs having been terribly crushed in the wreck.

In Adjoining Beds.

His brother, John Hilton, 19, also of Westville, lies in an adjoining bed suffering from a fractured left thigh bone, and other serious injuries. He knew brother Billie was dead.

Late on Sunday night the Hilton brothers asked to be placed in adjoining beds when they learned both were in the same hospital. During the night they talked.

Nurses found them in conversation at seven o'clock in the morning. At eight o'clock, while brother John slept Billie Hilton died. A screen was placed around his bed. The body was removed. Then his brother awakened and was unable to obtain a response from the adjoining bed, he thought brother Billie was asleep. But finally, hospital authorities were obliged to break the news of his brother's death. John's condition received a setback as a result of the added shock of his bereavement but it is believed he will recover.

The body of Billie Hilton is at Gauthler's Funeral Parlors, In Hull, awaiting word from relatives in Westville. N.S.

**11/05/1938    Ottawa Journal                    Ottawa Terminal**

Planned joint-use locomotive terminal here

Senate committee told business improvement caused scheme to be dropped.

Pooling of Canadian National and Canadian Pacific Railway switching operations in Toronto and joint use of one locomotive terminal at Ottawa had been held up when traffic increased, S. W. Fairweather, chief of the Canadian National Railways Bureau of Economics, informed the Senate Railway committee on Tuesday.

Planned joint-use locomotive terminal here

Questioned on activities of the joint cooperative committee set up by the Canadian National - Canadian Pacific Act of 1933, Mr Fairweather instanced also the effect of better business in holding up proposed line abandonments in Northern Ontario and Quebec. The line abandonment question had shown him it was never wise to be dogmatic and say a line was dead.

The Ottawa locomotive terminal proposal came up in 1935. It was suggested all locomotives should use the C.P.R. terminal in West Ottawa although the Canadian National had a locomotive House near the Union Station. Canadian National engines would have had to go to Ottawa West. There would be increased cost of signaling and delay of trains.

**21/05/1938    Ottawa Citizen                    Renfrew**

A Night of Terror with Pack of Wolves

Recalling his experiences during construction work on the old Parry Sound Railway, James Reynolds, eighty-six year old resident of Ottawa , tells the following hair-raising story.

"When this incident occurred I was working on the steam shovel at Island bay, about fifty miles above Pembroke. The camp to which workers retired after the day's work was done was several miles further up the line. As a rule one man was left behind to guard the tools. It so happened that one night I was detailed for this duty. And what a night I put in!

"Island Bay was a desolate looking spot in those days, completely surrounded by dense forest and reputed to harbor all kinds of wild animals. Well, that night, after the gang had departed for camp I locked myself in the shanty and prepared to get some sleep. Just after dark, however, I heard a terrible racket outside, and peeking out of the window, I saw that the shanty was surrounded by a pack of wolves. All night long they howled and kept throwing themselves against the door and the sides of the shanty; they even climbed up on the roof and tried to tear the scoops off. I tell you, it was a terrible sensation to be there all alone and not know what minute they might effect an entrance and devour me. All night long I paced the shanty, wondering what I would do if one or more of them should get in. Finally daybreak came and then the denizens of the forest took themselves off. Then, and not till then, did I dare snatch a few minutes sleep."

**28/05/1938    Ottawa Citizen                    Pontiac & Pacific Junction**

Thought wooden leg was handle of a barrow.

An amusing story about old Moses Holt of Aylmer is told by Mr. Ed. Pangborn of Colton., California, in a letter to O.T.S. About 1893 or 1894 there stayed at Holt's hotel in Aylmer a certain chap who had a leg taken off while loading cars on the Pontiac Pacific Junction Railway. One night this chap, who wore a wooden leg, went out to the woodshed and fell asleep there.

Later Moses Holt went out to the shed to get something and fell across his guest's wooden leg. "This is a h-- of a place to leave a wheelbarrow," he grunted. He then picked up the wooden leg thinking it was one handle of the wheelbarrow.

Of course, as soon as Mr. Holt began to pull backwards on the supposed handle, the owner of the leg came to life and explanations followed.

**30/05/1938    Ottawa Citizen                    Montreal and Ottawa                    Vankleek Hill**

Alfred Boire of Montreal is in a serious condition in Dr. A. MacDonald's private hospital in Vankleek Hill as the result of an accident which occurred about a mile east of the Canadian Pacific Railway station last evening.

Boire, with a companion, Adrien Marseilles, had boarded train No. 7 westbound C.P.R. train in Montreal West, and upon approaching Vankleek Hill, were preparing to get off the train. In climbing to the platform behind the tender, Boire lost his balance and fell to the road bed beside the tracks.

When the train pulled up at Vankleek Hill station, Marseilles told the crew of the accident and they returned to the scene to find Boire. He was taken to hospital in Vankleek Hill, where an examination revealed a broken right thigh and internal injuries as well as lacerations about the face and severe shock.

Provincial constable R.H. Wannell of Hawkesbury investigated the accident and as a result Marseilles was lodged in L'Original jail on a charge of vagrancy.

**02/07/1938    Ottawa Citizen                    Chalk River                    Carleton Place**

Mysterious feat was performed by horse.

Of all the strange stunts we ever heard of a horse performing, this one, told of in a despatch from Carleton Place back in the winter of 1893, surely takes the cake. "On the arrival of the Brockville mixed train at the Junction last evening, great was the surprise expressed by the train hands and others to observe a horse riding crosswise on the drawbars between a freight car and a baggage coach. The animal was balanced with head and forelegs on one side and hind legs on the other, and must have been carried for some distance in that position.

"Appliances were obtained, the animal was raised up while the cars were uncoupled, and then lowered to the ground.

"How the horse got into the strange predicament is almost miraculous. The small door through which he must have slid hind feet first, was only 18 inches wide by 24 inches high, and yet he did it. How his legs were not broken is a mystery. The halter shank was still fast inside the car, and although long enough to allow the equine to perform this strange feat, doubtless prevented him from plunging forward towards total destruction. The animal was a full 75 hands high and weighed about 1,300 pounds."

**18/07/1938    Ottawa Citizen                    New York Central**

Was conductor of first N.Y.C. train to Ottawa.

Joseph C. Bombard, aged 75, conductor on the first passenger train over the New York Central Railroad line when it was extended from Moira, N.Y. to Ottawa at the turn of the century, died yesterday at his residence, 655 Cumberland street. He had been in failing health for some time.

**19/07/1938    Ottawa Citizen                    Beachburg                    Pembroke**

James Sullivan, aged 51, C.N.R. trainman, of 589 1/2 Bank street, died at Pembroke General Hospital last night as a result of injuries he suffered when he slipped beneath the wheels of a moving freight train at Pembroke on July 7.

It was found necessary to amputate the left limb which was badly crushed. A few months ago Mr. Sullivan was crushed between two cars, and had only returned to work a short time before the fatal accident occurred.

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23/07/1938

Ottawa Citizen

Alexandria

Ottawa, Laurier Avenue brid

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.

His horribly mangled body was found underneath the wheels of the first car behind the engine tender. An emergency call was at once put in for a physician and an ambulance. The ambulance from Hulse and Playfair, Ltd., sped to the scene and the unfortunate man was rushed to the hospital but was declared dead on arrival there.

An Inquest was opened this morning at the Civic Hospital by Dr. Harry Dover, coroner, and adjourned until Wednesday at 8.15 p.m. at the police station. Speaking to The Citizen, R. A. McQuade, assistant superintendent, C.N.R., Ottawa division, said that the fireman was running the engine at the time in order to permit the engineer to eat. He said that the accident occurred directly under the Laurier avenue bridge while the train and six cars were being backed out southwards. An investigation will be conducted by the railway officials he said.

Owing to the fact that no one saw the accident, as far as he knew, Mr. McQuade was unable to make any statement as to how Dean fell under the train. 33 Years With Railway.

The late James (Jimmie) Dean was born at Sebastopol, near Renfrew. 48 years ago, son of James Dean and the late Mrs. Dean and received his education there. When he was but 15 years old he entered the employ of the Canadian National Railways and during his 33 years with the railway rose from the position of call boy to engineer, a post he has held for the past 20 years.

23/07/1938

Ottawa Citizen

Alexandria

Ottawa Union

Engineer Boarding Locomotive Falls, Is Fatally Injured.

James A. Dean, 48-year-old Canadian National Railways engineer died early last evening in an 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 p.m. as the yard train was backing south out of a siding. At the time the train, of which Dean was the engineer, was in charge of Fireman W.L. Thurlow of Robert street. Dean had left the engine in charge of the fireman while he went to get something to eat. Although there are no known eyewitnesses to the tragedy, it is believed that Dean returned and started to 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 the tender.

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29/07/1938

Ottawa Citizen

Hull Electric

Three persons injured in traffic accident.

Three persons were injured, none critically, when an automobile travelling west on Sacred Heart Boulevard crashed into a stationary British American Oil Company tank-car on a siding. The driver of the car was Eugene Giroux of 89, Gigués street.

The injured who were taken in Gauthier's ambulance to the Sacred Heart hospital were Mrs. Rhea Pelletier, 120 Murray street and Mr. and Mrs. John Gascon, Gatineau Point. The accident happened at 1.50 a.m.

R. Mohr, Aylmer road and A. Foley, Val Tetreau were in charge of the tank-car which was pulled by an electric car on the Hull Electric Railway tracks on Boulevard Sacred Heart. The front of the tank car carries a big headlight and at the rear is a lantern with one of the men in charge swinging a second lantern. Constables G. Lafleur and A. Leonard of the Hull police investigated the accident.

18/08/1938

Ottawa Citizen

Kingston (CN)

Kingston

First visit of Roosevelt to Ontario Marked by Enthusiasm at Kingston.

Prime Minister Mackenzie King was among the first on the station platform to greet President Franklin Roosevelt when the head of the United States government arrived here in his special train. Spontaneous cheers broke from the crowd as the President left his private car "Marco Polo," at 10.45 e.m. (E.D.T.)

19/08/1938

Globe and Mail

Kingston (CN)

Brockville. After having discharged President Roosevelt and party at Kingston the special train in which they travelled from Washington reached here at 12:10 this morning and proceeded immediately to Cornwall for transfer via the Roosevelt Bridge for transfer to New York Central Lines and thence to Clayton where the President re-boarded it at 6 o'clock for Hyde Park.

Reaching here, the train of seven coaches was in charge of Conductor Milner of Toronto with Engineer Fairman of Belleville, at the throttle.

Leaving here for Cornwall, Locomotive 6402 was driven by Engineer Ernest Ross of Brockville, with A.W. Andress, also of Brockville as fireman.

30/08/1938

Ottawa Citizen

Alexandria

Ottawa Union

Rod-Rider Asleep on Engine Tender

Union station attendants have been extending service even to "dead-head" passengers on the railroad trains.

When the Toronto train arrived in Ottawa on Tuesday, Donat Bertrand, C.N.R. gate attendant, noticed a rod rider fast asleep on the tender of the engine. "Wake up! First call for breakfast," he shouted.

The member of the ancient order of the Amalgamated Sons of Rest sleepily rubbed his eyes stared at Bertrand for a moment and then climbed off the tender. brushing himself off, he started for Up Town Ottawa - probably in search of that breakfast Mr. Bertrand mentioned.

Scarcely a train pulls into Union station without a rod-rider these days. Station officials say it is useless to arrest them for the jails would be full.

02/09/1938

Ottawa Citizen

Renfrew

Delegation here to protest C.N. proposal.

Delegations from various points on the Ottawa - Madawaska line of the Canadian National Railways are meeting the Board of Transport Commissioners this afternoon in protest against the C.N.R. proposal to cancel the evening train on the line in question.

The Post Office Department is also protesting the proposal as it points out that dropping the train would interfere with handling the mails. It would mean that all letters, parcels and newspapers mailed in Ottawa after 7 a.m. would have to be kept here for a day, until the morning train of the following day, leaving at 7.45 o'clock.

Motorist is killed in Crossing Smash, Companion Escapes.

Pembroke Sept 6. - One man was killed and a second escaped a like fate by a narrow margin, when the car in which the two were riding was struck by a fast eastbound C.P.R. freight train at Logan's Crossing, about three miles east of Cobden at 9.30 this evening. The car was almost completely demolished.

Walter Pappin, 24, farmer of Alice township, driver of the car, was killed instantly.

Elnor Maves, 24, Pembroke, passenger, was thrown 60 feet by the force of the impact but escaped serious injury. He suffered minor bruises and abrasions.

According to Mr. Maves, he and Mr. Pappin were returning to Pembroke with a used car that the latter had bought in Ottawa during the exhibition and for which the two men had gone to Ottawa today.

Tells of crash

As they were nearing the crossing, which intersects the highway diagonally, Mr. Pappin pointed to one headlight coming towards them and remarked that it was very bright for an automobile headlight and blinked his lights as a signal.

"I said that we were near the railway crossing and that he had better slow down," Mr. Maves told police. "He slowed the car and we were just coasting when we got on the tracks. I shouted that it was a train coming and started to get out of the car. Just as I got one foot on the running board, the rear of the car was struck by the train and I was hurled through the air. I was not knocked out by the impact of landing and hurried back to the crossing, but the car was a tangled mass of wreckage and Walter (Pappin) was dead."

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C.N.R. conductor dies in Station

Hawkesbury. Joseph Dicaire, 61-year-old veteran Canadian National Railways conductor, died suddenly this morning in the company's local station as he was preparing to leave at 6.15 a.m., on a scheduled run to Montreal where he resides.

Mr. Dicaire had 40 years of service with the company and was a popular figure among his passengers as well as his friends. Coming to the station early this morning Mr. Dicaire (sic) had turned in his receipts of the previous day, and turning to go out to his train, he dropped to the floor. Dr. L.P. Beaudoin was called and upon arrival found the man dead. Coroner Dr. H.H. Kirby was notified and after hearing circumstances decided an inquest was unnecessary.

Born in Coteau, Que., the late Mr. Dicaire had been 40 years with the C.N.R., and for a number of years past he had made himself a popular figure on the Hawkesbury - Montreal line.

Surviving besides his widow are several children in Montreal. The funeral service is to be held on Thursday in Montreal.

Many protests on dropping service Ottawa - St. Helena.

Vigorous protests have been received by the Board of Transport Commissioners from almost the whole area serviced by the Ottawa - St. Lawrence Railway Company on the proposal of the company to abandon its Ottawa - St. Helena, N.Y., passenger service. Application to abandon the service is now being considered by the board.

In fact, the corporation of Ottawa, the county of Carleton and the township of Gloucester are about the only places which did not protest. Protests have been received from the city of Cornwall, the counties of Russell and Stormont (in the case of Russell, A. Goulet, M.P. filed a protest), the village of Finch, the townships of Osgoode, Russell, Cambridge, Finch, Osnabrock and Cornwall.

At present there are four trains a day, two out of and two into Ottawa. The trains leave Ottawa at 7.55 a.m. and 3.50 p.m. and arrive in Ottawa at 10.35 a.m. and 6.30 p.m. The railway company does not intend to abandon its freight service on the line nor its workshops in Ottawa. The railway company had an agreement with the city to maintain its workshops, and as the agreement was not being violated, the city of Ottawa did not protest the application to the board.

A protest, however, was received from the Ottawa Newspaper Subscription Bureau.

The company informed the board that its net loss in the three years, 1935, 1936 and 1937 was \$62,495 for the passenger service, and it was increasing steadily at the rate of about \$4,000 a year.