

Local Railway Items from Ottawa Papers - 1938

Thursday **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.

Tuesday **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 Thadeus 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".

Friday **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.

--

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.

--

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

Wednesday **26/01/1938** **Ottawa Citizen** **Kingston (CN)** **Lanc**

Accidental death verdict returned. Car ran into train at Lancaster.

<http://news.google.ca/newspapers?id=of0uAAAIBAJ&sjid=ytsFAAAAIBAJ&pg=3242,558312&dq=railway+railroad+train+cpr&hl=en>

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 tak 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 Graveline 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.

Saturday 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 Ouderkirk, 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.

Thursday 03/03/1938 Ottawa Citizen Carleton Place Westboro

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.

Friday 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.

Wednesday 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.

--

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.

Thursday 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.

Saturday 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.

Thursday 17/03/1938 Ottawa Citizen Montreal and Ottawa Ottawa Union

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.

Saturday 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."

Saturday 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.

Monday 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.

Saturday 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 weighted about 1,300 pounds."

Monday 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.

Thursday 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.

--

Saturday 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.

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.

--

<http://news.google.ca/newspapers?id=pfEuAAAIBAJ&sjid=1tsFAAAAIBAJ&pg=6982,753655&dq=railway+railroad+train+cpr&hl=en>

Friday 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.

Thursday 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.) more.

<http://news.google.ca/newspapers?id=uPEuAAAIBAJ&sjid=1tsFAAAAIBAJ&pg=4234,3409990&dq=railway+railroad+train+cpr&hl=en>

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.

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.

Friday 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.

Wednesday 07/09/1938 Ottawa Citizen Chalk River Cobden

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."

--

Tuesday 20/09/1938 Ottawa Citizen L'Orignal Hawkesbury

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.

Friday 28/10/1938 Ottawa Citizen New York Central

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.