

Local Railway Items from Area Papers - 1940

02/01/1940 *Ottawa Journal*

Maniwaki

Ironside

Girl Falls From Gatineau Train
Takes Taxi After 'Special' Sent

A special engine, a coach and a doctor were dispatched along the CPR Ottawa-Maniwaki line on Monday night, when it was learned a young girl had fallen, from the Gatineau train near Ironside, Que., shortly after 8.30 p.m.

But the errand of mercy was unnecessary. The girl, Miss Laurencia Fournier, 18, of Lac Ste. Marie, only-suffered slight injuries and was able to walk to the Avalon Hotel, secure a taxi-cab and get home.

Officials first received word of the accident when an excited girl jumped off the Maniwaki train at the Hull station and told the station operator that her girlfriend was probably lying dead or injured along the right-of-way several miles outside the city.

CPR officials took immediate action. Another engine was put on the tracks. A coach was attached for Dr. C. G. Gunn, and a search begun for the girl. The special train no sooner had left Hull than word was received the girl was safe and sound in Hull.

Miss Fournier was shaken up and had a pain in her abdomen, but otherwise was unhurt. A doctor whom she visited in Hull told her she would be better in the morning.

"I guess I was lucky that the train was not moving very fast", Miss Fournier told The Journal. She is employed at the home of the late Dr. Paul J. Moloney, of Ottawa.

Miss Fournier and her companion, Miss Colombe Mayotte, 18 also of Lac Ste. Marie, got on the train at Kazabazu and were on their way to Ottawa.

"When the train slowed down, I thought we were at our destination, I picked up my luggage and went to the door. The train stopped but it started moving before I had a chance to get out of the coach.

"When I did get out the train was moving fairly fast. The door was open and out I fell, luggage and all", she told The Journal.

Miss Mayotte said she became very excited when she saw her fall out "I saw her in the snow beside the train and was afraid she was going to be run over by the wheels. I did not know what to do; As soon as the train stopped at the next station, which was Hull, I got out and telephoned a taxi-cab. I was going to have him drive me out the road to pick her up. When I learned the taxi-cab could not come right away I told the operator at the station."

Neither girl could say exactly where the accident happened but it was near a flag station not far from the Avalon Hotel. Officials believed it was near Ironside.

09/01/1940 *Ottawa Citizen*

Prescott

Nine Persons Injured In Collision Between Freight Train and Bus

None of Passengers on Colonial Lines Vehicle Seriously Hurt in Spectacular Crash at Experimental Farm Entrance

Attribute Accident To Icy Condition of Road

Operator Applies Brakes, But Wheels Lock, Causing Bus to Slide Towards Slow-moving Loromotive.

In a spectacular crash between a Canadian Pacific Railway freight train and a Colonial Coach Lines bus on the crossing at the entrance to the Experimental Farm near Dow s Lake at 5.55 o'clock last evening, nine persons were injured, none seriously, and a number of others were shaken up.

List of Injured.

The injured were taken to the Civic Hospital in the ambulance of McEvoy Brothers and passing motor cars. All are suffering from severe bruises and minor cuts. List omitted

The bus driver, Paul Duhamel, 100 . Cameron avenue, was unhurt. He was Ottawa-bound from Prescott as was the freight train in charge of conductor Alex M. Sheppard, 820 Somerset street west. Other members of the train crew were: Andrew Ussher, engineer, 27 Hampton avenue; John. A. Barr, fireman, 11 Adelaide street; G. P. Gillespie, brakeman, 485 Bayswater avenue.

Unable to Stop.

It is the custom of bus drivers to bring their vehicles to a stop before going over a railway crossing but apparently Duhamel was unable to stop owing to the slippery condition of the road and was almost over the crossing when the train struck the right rear of the bus smashing it in and shattering some of the window, fragments of which littered the pilot of the engine. The bus was pushed sideways along the tracks for about 50 feet but did not overturn.

Passengers who were sitting: over the right rear wheel of the bus were the most severely hurt. With the assistance of those uninjured, they were able to leave the bus by the front door which had not been damaged. The train crew rushed to the assistance of the passengers and took some of them into the cab of the engine where they would be warm until they could be taken to hospital.

--More

When provincial police arrived on the scene they ordered the bus kept in the position it came to a halt until it was learned there was no likelihood of any fatal results from the accident. The train was held up for nearly two hours before the bus was moved. It was brought into Ottawa under its own power.

Crash Occurs At Crossing On Driveway At Dow's lake

Icy Condition of Roadway Blamed For Accident - Bus Pushed 75 Feet By Slowly Moving Train But Vehicle Did Not Turn over

Eleven persons were painfully hurt and taken to the Ottawa Civic Hospital for treatment when a Colonial Coach Lines bus and a Canadian Pacific Railway freight train were in collision at the Driveway crossing 100 yards west of Dow's Lake, at 5.55 p.m. Monday.

Thirteen other passengers in the large bus were badly shaken up and suffered from shock and bruises but did not require hospital care.

The bus was completing its trip from Prescott to the Ottawa terminal on Albert street and the train was travelling north on the tracks when the crash occurred. The bus just failing to clear the tracks when hit by the train.

In Hospital.

Patients in the Ottawa Civic Hospital suffering from cuts from flying glass, bruises and shock are

Details omitted.

His First Accident.

Paul Duhamel, 100 Cameron avenue, was the driver of the bus. It was his first accident in five years with the company. In charge of the train, en route from Prescott to Ottawa West Station, were Alex M. Shepherd, 477 Wellington street, conductor; Andrew Usher, 27 Hampton avenue, engineer, and John A. Barr, 11 Adelaide street, fireman.

After the accident the train pulled the bus back on the highway. It was driven back to the company's garage on Albert street.

The icy condition of the roadway was blamed by the bus line officials for the accident.

According to a statement issued by L. J. Butler, local superintendent for the bus line, the bus was approaching the crossing at 10 miles an hour.

Noticed Train's Lights.

"The driver was slowing down to make a stop at the crossing in accordance with the rules of the company". Mr. Butler told The Journal in giving the driver's statement. "He was within 10 feet of the crossing when he noticed the light of the train in the windshield. Seeing the train almost at the highway Mr. Duhamel applied his brakes slightly quicker than usual. This caused all four wheels to skid on the icy roadway. Realizing the bus was going to skid right into the path of the train Mr. Duhamel released his brakes, gave the motor the gas and swerved to the left to take the train tracks.

"He was just a fraction too late for the train crashed into the bus above the right rear wheel. Had it not been for the quick action of the driver the damage and injury to passengers probably would have been more serious."

Fireman Barr said he saw the bus approaching the crossing and realized it could not stop. He shouted a warning to the engineer who immediately applied the emergency brakes. The train was travelling about five miles an hour.

Engineer Usher told police he sounded the whistle and the bell as he neared the crossing.

The heavy vehicle was pushed by the train 75 feet along the railway tracks in a northerly direction from the point of impact. Fortunately it did not turn over, the damage being confined to the rear portion of the vehicle.

The cow catcher of the freight engine struck the right hand side of the bus on the rear fender just missing the wheel and sending the seats above it across the aisle. Although the train was going very slowly the momentum of the engine, 10 loaded freight cars, and 10 empty cars was sufficient to push the bus for a considerable distance.

Taken, to Hospital

The passengers seated above the right rear wheel were quickly removed and taken to the Civic Hospital. Others were shaken up and did not require immediate medical care.

All the passengers praised the cautiousness of the driver in the run to Ottawa from Prescott, emphasizing that the going was bad with the highway, in an icy condition. The bus was running only five minutes behind schedule, being due in Ottawa at 6 o'clock.

George Lewis and his sister, Miss Edith Lewis, were returning from Kemptville where they had been on a week-end visit to friends. They left Kemptville on the bus at five o'clock.

At that time they had the choice of a front or a back seat on the right-hand side. They took the second seat from the front on the right, with Miss Lewis seated on the inside and Mr. Lewis on the outside. Had they taken the rear seat offered them, they would have suffered the full impact of the railway engine.

Did Not Hear Train.

Miss Lewis said, "the driver had been exceptionally careful owing to the slippery condition of the highway". She believed the window-pane of the door had been frosted since it had been opened quite frequently, thus hampering the driver's vision of traffic approaching from the right. She had been looking out her window which was quite clear, but had not heard any whistle or seen a sign of the approaching train.

"It happened so suddenly that I did not know what had happened until I got out. I was knocked against the front seat and momentarily dazed. All I suffered was a bad bump on the forehead." Mr. Lewis, thrown: out of his seat to the floor, struck the flooring heavily and his teeth were forced through his lower lip. He spent the night in Ottawa Civic Hospital, after being taken there by a passing motorist. Two members of the R.C.A.F. drove Miss Lewis and Miss Ellis to their homes in the city.

Provincial Constables Harold Swain, Lome MacGillivray, and Ward H. Kennedy investigated the accident, and they were assisted by Nepean Township Constable Borden Conley.

16/01/1940 *Ottawa Citizen*

Chaudiere

Ottawa, Gladstone avenue

Skidding on the icy roadway of Gladstone avenue near the Standard Bread Company plant, an automobile in charge of Albert Eardley, 61 Victoria street, Toronto, crashed into the second last box car of a C.N.R. freight train on the railway tracks at 2.25 o'clock this morning. The driver suffered a slight cut on the nose and was given first aid treatment at No. 2 police station. About \$200 damage was done to the car.

The train, in charge of Conductor K. Sullivan, 132 Third avenue and Engineer Walter Aaron, 98 Lees avenue, was travelling south with a string of empty box cars and had almost crossed the intersection. The automobile was traveling east on Gladstone avenue down a slight grade.

The tracks at this crossing are not protected with an automatic signal device, and Eardley told the police that he did not see the train until his car was almost upon it. He then applied his brakes but the car skidded on the icy grade and into the train.

Constables E. Connolly and S. St. Louis were sent to the scene and drove Eardley to the police station on Fairmont avenue where they treated his injuries. He was then allowed to go to his hotel. No charges have been laid.

16/01/1940 *Ottawa Journal*

Chaudiere

Gladstone Avenue

Toronto Visitor Hurt Car Hits Train

Albert Ardley, 61 Victoria street, Toronto, suffered minor cuts and abrasions and his car was damaged to the extent of about \$200 when it was in collision with a CNR. freight train at the Gladstone avenue crossing at 2.30 this morning.

The train was about to enter the yards, and a box-car was blocking the roadway. Mr. Ardley was unable to stop on the slippery pavement.

Constables St. Louis and Connolly took him to No. 2 police station, where he was given first aid.

The train, which was in charge of Conductor K. Sullivan, 132 Third avenue, and Engineer Walter Aaron, 96 Lees avenue, was travelling south on the right-of-way, hauling empty box-cars, and the automobile was going east on Gladstone. There is no wigwag at the intersection and a medium down-grade on the roadway from west to east.

Father and Son Die In Railway Crossing Accident Near City

John Howard Anderson, 55, and John Howard, Jr., 11, Of Hurdman's Bridge, Killed Almost Instantly When Fast-travelling Canadian Pacific Railway Train Hits Truck at Base Line Road.

John Howard Anderson, 55, owner of the Elmdale Dairy farm at Hurdman's Bridge, and his 11-year-old son, John Howard, Jr., were killed almost instantly at 11.20 o'clock Sunday morning when the C.P.R. train, Montreal-Ottawa, travelling at 60 miles an hour, struck their truck at the Base Line road crossing about two miles east of Hurdman's Bridge.

Brought to Ottawa.

There was a faint sign of life in the boy when he was picked up but he died shortly afterwards. The father and son were placed on stretchers and brought to Ottawa aboard the train.

At the Union station an ambulance awaited the train's arrival and the bodies were removed to the parlors of McEvoy Brothers where an inquest will be opened by Dr. R. M. Cairns, coroner, at 9.30 this morning.

The crash was one of the most spectacular ever to occur in this district. The man and son were hurled 200 feet while the steel-bodied dairy truck was shattered and strewn along the right-of-way for a distance of 384 feet by actual measurement. Heavy-gauge steel milk cans, some of them full, were ripped asunder like paper while few bits of the wreckage were more than a foot or so square.

How the driver of the truck failed to see the train coming cannot be explained. The train was on time and Mr. Anderson, friends said, was well acquainted with the schedule. The truck was proceeding south and the train approached from the driver's left along a broad, sweeping curve the view of which, from the road is unobstructed.

Residents of the neighborhood observed that at that time the bright morning sun would have been in the driver's eyes. The engineer of the train said the blinds appeared to be pulled down over the side windows.

The road was not unduly slippery at the spot and the truck had to go up a slight incline to reach the track, making it quite easy to stop the vehicle had the driver been aware of the danger.

Due Here at 11.30.

The train was due in Ottawa at 11.30 and was travelling at between 60 and 65 miles an hour, its usual speed at that juncture.

As far as could be learned, the only eye-witness to the fatality was the train engineer. George R. Low, 141 Pretoria avenue.

Engineer's Account.

The engineer stated that he had seen the vehicle travelling towards the crossing when the train was almost two miles away. The train whistle was blown a quarter of a mile from the scene of the accident and he felt sure that the occupants of the truck were aware of the train's approach.

The engine itself bore evidence of the terrific impact. It was damaged to the extent of about \$500. Cylinder cocks were broken, the lamp smashed and the pilot twisted. Stuffing from the seat and other parts of the truck were caught on the front of the engine which was also covered with milk and cream. Part of the hood of the truck was found along side the track at about half a mile from the crossing where the train came to a stop.

Both bodies were found side-by-side in the deep snow. The boy's body landed with such violence that only his feet were protruding from the snow bank.

The engineer and crew walking back found the bodies in the snow. Placing them on stretchers they were put on the baggage car of the train and as life was apparently extinct they were brought into Ottawa. An army medical doctor on the train rendered what assistance he could.

Full View of Track.

The crossing is located about 300 yards from the Scarfe farm and is known in that district as the Scarfe crossing. The side road on which the truck was travelling is known as Ballast road. There is a full view of track for a mile or so in both directions, although there is a curve in the track some distance east of the crossing. When the truck collided with the front of the engine it was hurled several feet in the air, bounced on a board cattle fence, and was then dragged and scattered along the right-of-way. The half ton truck and its steel body were blown to pieces as if by an explosion. Intermingled with the strewn parts of the wreckage, were the twisted milk cans and other containers. Splinters, a few parts of twisted steel, separate wheels with the air still in the tires, was all that was left of the fairly new vehicle.

Saw Debris Flying.

A passenger on the train said the first indication of something unusual happening was when smell of gasoline permeated the coach in which he was riding. A few seconds later he saw debris flying past the window and at the same time felt the emergency brakes being applied.

Like an Explosion

"When we hit the truck it was like an explosion and I had to leave the cabin window hurriedly to avoid being struck by the flying debris," said Mr. Low, train engineer. He said there was little sensation of a collision. "You don't feel anything in these big engines at that speed," he said.

Blew Whistle Twice.

"I was the only eye-witness. The car was approaching the crossing from the direction of Hawthorne. I saw it coming about two miles away and blew the whistle two times as is customary at all crossings. The truck moved right up to the crossing and the driver seemed to be aware of the train approaching, but as we drew level he nosed right out in front of the engine," the engineer said

"I did everything possible to let him know I was coming. There was nothing else I could do. I opened the whistle wide and applied the emergency brakes.

"There seemed to be no glass in the side doors of the truck which was closed in. It looked as if the windows were covered in with blinds.

C.P.R. Statement.

William Garland, assistant superintendent of the Canadian Pacific Railway in Ottawa, issued the following statement:

"A truck in charge of J. Howard Anderson ran into the side of engine No. 503 of the Montreal-Ottawa train just west of Blackburn station at 11.20 a.m. on Sunday. The vehicle struck the right front buffer beam and was demolished, fatally injuring the driver and his son. They were immediately loaded into the baggage car but died on their way to the Union station. The speed of the train at the time of the accident was between 60 and 65 miles per hour. The train engineer was George R. Low and the conductor, Cornelius Neil, both of Ottawa. The train was delayed 15 minutes by the accident."

Returning For Lunch

E. O'Brien, CPR investigator conducted an investigation into the double fatality and later informed the Ontario provincial police who despatched Constable J. E. Soubliere to the scene. It was learned that Mr. Anderson's last stop before reaching the crossing was at the farm of Ruskin Blair some 300 yards away. He was collecting milk at various farms and was to return home for lunch.

A young Hurdman's Bridge resident, Robert Brindamour, was walking along the tracks about half a mile west of the crossing at the moment of the impact. Although he did not actually see the collision, he heard the noise and turned around in time to see debris of the truck flying in all directions. He had heard the train coming and was about to step clear of the track when the accident occurred.

The train engineer, Mr. Low, has been with the C.P.R. for more than 40 years, and it was the first fatal accident in which he has been involved. The other members of the train crew were Harry Alexander, 15 Nepean street, fireman, and Cornelius Nell, 509 Bronson avenue, conductor.

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J. Howard Anderson's Truck Is Struck Near Hurdman's
Wreckage Is Strewn Along Track For Half a Mile - Bodies Are Found 255 Feet From Crossing

A prominent Carleton County dairy farmer and his 11-year-old son were killed at 11.30 a.m. Sunday when their truck was in collision with the C.P.R. Montreal-Ottawa train at a crossing two miles east of Hurdman's Bridge, on the Blackburn road They were:

John Howard Anderson, 55, of Hurdman's Bridge and

John Howard Anderson, Jr. his only son, 11 years of age.

The train was travelling 65 miles an hour towards the Capital when it struck the truck and demolished it. The wreckage was strewn along the track for half a mile and the bodies were found along the right of way, 255 feet from the crossing.

Die Aboard Train.

When the train was pulled to a stop by the sudden application of the emergency brakes, Mr. Anderson and his son were still alive. They were taken on the train and rushed to Ottawa, but died before medical aid could be summoned to Union Station.

Grief-stricken at the tragic death of her husband and only son, Mrs. Anderson told The Journal it was seldom her boy accompanied the father on business trips in the truck.

"I saw him playing outside with his pet dog around 11 o'clock and a few minutes later when I looked out the window I saw him drive away with his father. I had intended taking him to church, but did not feel well enough to go myself, so he played outside."

Only Eye-Witness.

Only eye-witness to the double fatality was Robert B. D' Amour, 12, who resides on the Base Line road. He was walking along the track towards the train.

"I suddenly saw the truck on the crossing. The train hit it and I saw pieces flying in every direction", the boy told The Journal. He went for assistance.

The truck was going in a southerly direction on the narrow township road, which crosses the C.P.R. track at a slight angle. The crossing is known as Scharf's Crossing on account of its proximity to the home of Adam Scharf.

The crossing is wide open, a clear view of the track for a considerable distance being afforded to traffic approaching in either direction. About half a mile east of the crossing the track takes a slight bend in a northerly direction.

Mr. Anderson and his son left home about 11 o'clock to take a load of milk to the pasteurizing plant at Ramsayville. Returning with another load of milk, he approached the crossing travelling very slowly.

Whistle and Bell Going.

George Low, engineer of the train, saw the truck some distance away as he approached the crossing, according to the story he told to William Garland, assistant superintendent of the CPR., "The whistle and the bell on the train were both going. I saw the truck coming and gave several emergency blasts on the whistle, but still the truck approached the crossing very slowly. I did not know if he was going to stop or not.

"When quite some distance from the crossing I opened the whistle wide open and kept it open. Nearing the crossing, I applied the emergency brakes and brought the train to a stop half a mile past the crossing."

The conductor of the train, C. Neil, and other railwaymen, carried Mr. Anderson and his son into the train, which proceeded towards Ottawa.

Pieces Strewn Half a Mile.

Pieces of the truck were scattered along the north side of the right-of-way for a distance of half a mile. The hood of the light delivery truck was found at the Base Line road while the floor boards were 384 feet from the crossing. Approximately 255 feet from the crossing was the chassis of the truck while strewn along the intervening distance were wheels, doors, glass, side panel and milk cans.

An examination of the wreckage showed the left side of the vehicle had been badly battered, indicating the point of impact with the train. The front buffer beam of the locomotive was damaged.

John Howard Anderson was a life-long resident of Hurdman's Bridge, being a son of the late John D. Anderson and the former Sarah Henry. His mother, who is 94 years of age, lives on adjoining property.

Mr. Anderson started in the dairy business when he was only 14 years of age, assisting his father and for years had been conducting a business himself. He was known throughout Carleton county.

Twenty-four years ago, he was married to the former Lily Rombough, of Ottawa. They belonged to St. Paul's-Eastern Church. In addition to his widow and mother, he is survived by one daughter, Miss Betty, at home; and one brother, William Anderson, of Chicago.

The funeral of the father and son will be held on Tuesday at 2.15 p.m. from McEvoy Brothers Funeral Home for service at St. Paul's-Eastern United Church at 2.30 o'clock. Interment will be in Beechwood cemetery.

Constable J. E. Soubliere, of the Ontario Provincial Police, investigated the accident.

An inquest was opened this morning by Coroner Dr. R. M. Cairns into the death of John Howard Anderson, Hurdman's Bridge dairy farmer, and his 11-year-old son, who were killed Sunday noon when their truck was in collision with a train, a few miles east of the city. After the formal identification of the bodies and the swearing in of the coroner's jury, the inquest was adjourned until Thursday at 8 p.m. when the evidence will be heard..

Would Compel Full Stops At Rail Crossings

Jury Investigating Deaths of Hurdman's Bridge Father and Son Attaches Rider to Verdict

A rider advocating legislation making it compulsory for motorists and drivers of other vehicles to come to a full stop before crossing railway tracks, was added to an accidental verdict by the jury investigating the death on Sunday last of John H. Anderson and his son at a level crossing near Hurdman's station. Dr. R. M. Cairns, coroner, presided and Crown Attorney Raoul Mercier, K.C., questioned the 11 witnesses.

In summing up the case Mr. Mercier suggested that the jury add the rider and also suggested that it might be advisable for more signs to be placed at the crossing. Constable J. E. Soubliere gave evidence that the dairy truck driven by Mr. Anderson was struck on the left side, three feet behind the driver's door. He reconstructed the accident from several photographs produced in evidence.

Road Well Travelled.

Constable Soubliere said that the truck was travelling south and the train west and that the only sign at the crossing was one 10 feet from the tracks on the south side. He stated that the road was well travelled and was maintained by the municipality of Gloucester.

George Low, engineer of the C.P.R.. Ottawa-Montreal train, stated that he blew his whistle as usual one-quarter mile from the crossing and then seeing the truck not yet at a full stop sounded eight short, sharp blasts as he was nearing the crossing. He said that he saw the truck well before the quarter-mile whistle post, travelling slowly. He fully expected the driver to stop. He advanced the opinion that the sun blinded the driver and that he did not see the train approaching.

Blinded by Sun.

A C. Scharfe, a dairyman who lives near the crossing, gave evidence that half an hour before the train was due he had crossed the tracks and had been blinded by the sun. He said he stopped about 100 yards from the tracks and since he could not see clearly had driven to about 10 yards from the tracks and then stopped, lowered his window and made sure that the tracks were clear before proceeding.

Would Force Motors Stop at Crossings

Agreeing that the death last Sunday in a level crossing accident at Hurdman's station of John Howard Anderson, S3, and his 15-year-old son was accidental, a coroner's jury Thursday evening recommended a law be passed making it compulsory for motorists and other drivers to stop before crossing railway tracks. Crown Attorney Raoul Mercler, K.C., advised the jury to bring in the addition to their verdict and said it might be advisable to have more signs put up. Provincial Constable J. E. Soubliere told the inquest there was only one stop sign on the south side of the tracks. The Anderson truck had been travelling south when the accident occurred, the train west.

George Low, engineer of the train, said he blew his whistle at the quarter mile sign as usual and at that time saw the truck approaching the crossing. When it did not stop, he blew eight short blasts. He believed the driver was blinded by sun.

A. C. Scharfe, a dairy farmer, who said he crossed the same place only half an hour before, said he too had been blinded by the strong sun. Coroner Dr. R. M. Cairns presided.

24/02/1940 *Ottawa Journal**Chalk River**Cobden*

Jump From Train Costs Left Leg

COBDEN, Ont., Feb. 24. Jumping from a moving train here last night shortly after one o'clock Aloysius Ryan, 25, of Cobden, had his left leg so badly mangled that amputation at the knee was necessary in Pembroke General Hospital where the injured man was removed. His condition is reported critical. He was also injured about the head. Drs. J. E. Ritchie and D. A. MacKeracher were in attendance at Cobden, and Dr. I. D. Cotnam, Pembroke, operated. The young man, in company with two other local youths, was returning from Pembroke on the early morning train, allegedly riding the tender. The train, did not stop and the young men jumped. The others escaped injury.'

15/03/1940 *Eganville Leader**Renfrew*

C.N.R. Given Permission To Abandon Line

Judgement of the Board of Transport Commissioners has been issued granting the application of the Canadian National Railway for leave to abandon the operation of a portion of the Renfrew sub-division, between Arnprior and Eganville, 37.91 miles.

This application followed a joint co-operative report of the Canadian National and Canadian Pacific Railways, the whole matter being heard before the interested parties at Renfrew November 28th, 1939. The territory referred to is served by both the Canadian National and Canadian Pacific Railways with the two paralleling lines but a few miles apart.

Commissioner F. M. MacPherson in his judgement, concurred in by the Assistant Chief Commissioner Wardrope and Commissioner Stone, finds there has been a decrease in the traffi on the Canadian National line during the past number of years indicating increased use of either cars or bus service. The judgment also points out that there will be a joint yearly saving o \$104,000 to the railways, with little inconvenience to those whom the line services.

It was learned that at present there is one train each way over the line daily. This is on the run from Ottawa to Barry's Bay each morning, returning in the afternoon.

03/05/1940 *Ottawa Journal**Beachburg**Kathmore*

Passengers Unhurt When Train Derailed

PEMBROKE, Ont., May 3. (Staff) Passengers and train crew of the C. N. R. Continental Limited escaped injury when the engine and two cars were derailed at Kathmore, 20 miles west of Pembroke, at 2.30 this morning by a washout.

The engineer was slightly cut but no other injuries were reported. Kathmore is a small flag station between North Bay and Pembroke and the hole in the roadbed was close to the station.

Extent of the damage and time required to make repairs was not known here late this morning, but a wrecking train left Pembroke to clear the line and repair any damage.

03/05/1940 *Eganville Leader**Renfrew*

C.N.R. Case Before Privy Council On June 21

Chown & Chown have received advice that the municipalities which are joining in the appeal against the decision of the Board of Transport in granting the application of the Canadian National Railways for the abandonment of the line from Arnprior to Eganville, have received word from the Clerk of the Privy Council that the appeal will be heard in Ottawa on June 21.

The Dominion Privy council is the final Court of Appeal, says the Renfrew Mercury, so the question as to whether the line is to be abandoned or not will be decided on June 21, when both the railway Co. and those opposing the abandonment through Dr. McCann and S. M. Chown, counsel for the municipalities, will have an opportunity of presenting their respective arguments.

03/05/1940 *Ottawa Citizen**Beachburg**Kathmore*

Engine Derailed In Pembroke Washout

PEMBROKE, May 3. According to authorities here the westbound continental limited of the C.N.R., travelling between Montreal and Vancouver, struck a washout at Kathmore, a flag station, 28 miles west of Pembroke on the C.N.R. main line about 2 o'clock this morning.

The engine and two of the cars were derailed but the extent of the damage is unknown here. A cut on the face of the engineer was the only known injury sustained.

Auxiliary trains were sent out from Pembroke this morning to put the limited back on the tracks.

C.N.R. STATEMENT

Canadian Press. MONTREAL, May 3. Canadian National Railways officials said no one was injured in the derailment early, today of the westbound Transcontinental Limited in a washout at Kathmore, a flag station 28 miles west of Pembroke, Ont.

The engine and two baggage cars left the rails, according to a company statement, and remained in an upright position. It was reported none of the passengers left the train because of the heavy downpour, which caused a washout 50 feet long and six feet deep.

Due to the washout the train, which was due here at 6 a.m., was delayed eight hours.

15/05/1940 *Ottawa Citizen**Kingston (CN)*

Drove Car Into Train, Brockville Man Fined

BROCKVILLE, Ont.. May 14. (Special) John Alberry, Brockville, who recently drove a car into the side of a moving freight train at the North Augusta road C.N.R. crossing, was convicted of reckless driving in magistrate's court today and fined \$10 and \$6 costs. His operator's license was suspended for three months.

Mille Roches Boy Killed By Train At Level Crossing

CORNWALL, Ont., May 22, (Special) His body terribly dismembered, Kenneth Pidgeon, 15- year-old son of Mr. and Mrs George Pidgeon, of Mille Roches, five miles west of here, was instantly killed late this afternoon when struck by a C.N.R.- freight train at the Mille Roches crossing. The boy rode his bicycle onto the north side of the double track and was struck by the front corner of the locomotive of a through west bound freight which he apparently failed to notice as an east-bound freight was clearing the crossing at the time.

The boy's bicycle was tossed to the railway right-of-way, about 25 feet from the crossing, while fragments of his body were scattered along the tracks for a distance of 300 feet. The train was brought to a stop a short distance farther west.

Gene Bisbee, Moulinette bread truck operator, told police he had stopped his truck north of the crossing and was waiting for the freight to pass when young Pidgeon passed the truck and rode his bicycle onto the crossing. All of a sudden, the freight travelling in the opposite direction appeared and struck the boy. Bisbee said he did not see the freight until it was on top of the boy and assumed Pidgeon had not heard the approach of the westbound train.

To Hold Inquest.

George E. Smith, Brockville, engineer on the westbound freight, told Coroner C. A. Stewart that he did not see the boy until he was directly in front of the locomotive. Air brakes on the freight were applied at once.

Coroner Stewart viewed the scene of the accident and announced an inquest will be held. Cornwall township police investigated.

Pidgeon narrowly escaped death last July 19, when he was struck by an automobile while riding his bicycle along Highway No. 2, near Mille Roches. He suffered a severe brain concussion and lay in a coma at a Cornwall hospital for nearly six weeks.

Boy Finds Track Dangerous Place to Repair Puncture

The railroad right-of-way: isn't exactly the ideal place to repair a punctured bicycle tire, . Leo Monfils, 16, of 522 Rideau street, found out on: Friday shortly after 7 p.m. when he narrowly escaped being struck by a CPR train at the Ottawa entrance to the Alexandra bridge.

Monfils jumped out of the way just in time, but his bicycle was struck by the train as the engineer was bringing his engine to a stop.

The boy was returning to Ottawa from Hull: when his bicycle got a flat tire at the south end of the bridge. He stepped: off the roadway: to the tracks which are between the entrance and exit roads.

At that point, three sets of tracks run parallel, the outside ones used by Hull Electric street cars and the middle one by the CPR. There, appeared to be no activity so he began to fix his tire.

Within a few minutes however, special; engine with a complement of empty coaches bound for Montebello, steamed from the Union Station. Monfils said, he saw it coming but did not move because; he thought it was travelling on one of the other tracks. A curve in the tracks about 100 yards away made it impossible to tell from where he was, just what tracks the train was on.

When the train came around the curve he soon learned he was wrong, but he had only time to jump out of the way. The cow catcher of the engine knocked the front wheel of . his bicycle. Engineer Arthur Carrier had seen the boy on the tracks and was bringing his train to a stop when it struck the bicycle. The train was delayed about 15 minutes. Detective Borden Hobbs, of city police, who was passing, when it happened, assisted the boy in getting his bicycle home.

Will Continue Eganville Train

Appeal against the decision of the Board of Transport Commissioners granting the CNR an order to abandon their line from Arnprior to Eganville, a distance of 49 miles, has been postponed until some time in the Fall, it was announced today.

After the judgment was handed down several months ago, municipalities affected decided to appeal to the Privy Council. The appeal was set for June) 1, but owing to pressure of business by the Privy Council, it has been postponed. I

In the meantime the line will continue in operation.

Police Officer is Promoted for Act Near Navan, Ont.

J.A. Stringer promoted to Sergeant for bravery in Tracking Down Transient who Shot Fellow Officer.

As a reward for his bravery in tracking down and shooting to death the murderer of a fellow officer in the vicinity of Navan, Ont., yesterday, acting Sergeant J.A. Stringer of the provincial police force has been promoted to sergeant. Navan is 20 miles east of Ottawa.

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Constable Harold Dent was shot to death in the Navan railway station by a transient he was trailing as a shop breaking suspect. Before he died he gave his gun to Sergeant Stringer who cornered Dent's slayer in a nearby bush and killed him. Stringer, attached to the Timmins division of the Ontario police, was visiting friends in Navan at the time.

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Sergeant Stringer had his hat shot off during an exchange with the murderer in the bush.

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Ontario and Quebec Police Honor Late Constable Dent

Rockland June 23.

More than 100 police officials from Eastern Ontario and Western Quebec joined with hundreds of relatives and friends on Sunday afternoon in honoring the memory of Provincial Constable Harold H. Dent, who was shot to death by a stranger he sought to question at the Navan railway station last Thursday.

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Alarmed By Picnic Train

A breathless woman, called the Provincial Police office in Ottawa Saturday.

"There's been a train wreck at Woodroffe" she said. "Two cars are off the track. A derailment."

"Anybody hurt?"

"No. I don't think so, but two cars are off the track."

Police sped toward the scene, and so did reporters, and when they got there they looked, in vain for any sign of a wreck. True two cars were off the track - off the main track that is. But they were standing calmly on a sidetrack awaiting the return of a party of picnickers they had transported to Woodroffe for the day.

Montreal Woman Killed In Falling From Fast Train

Mrs. Nellie Stracey, Aged 52, Stepped Out of Rear Door of Last Car. Was Coming to Ottawa.

Falling off the rear platform of a fast-moving train near Hawthorne on Saturday night, Mrs. Nellie Stracey, age 52 years, of 7 Park Place, Westmount, Que., a C.N.R. employe in Montreal, was instantly killed. She was coming to Ottawa to spend the week-end with friends. The body was taken to Hulse and Playfair Ltd., 315 McLeod street, where an inquest was opened by Dr. W. T. Shirreff, chief coroner, at 8.45 this morning and adjourned until Friday at 8 p.m. at the court house. A post mortem was conducted by Dr. T. R. Little, pathologist at the Civic hospital.

Mrs. Stracey was a passenger on the Montreal-Ottawa train due at Union Station at 10.40 p.m. Saturday. The train was in charge of H H. Brown, conductor, and George Burgess, brakeman.

The accident occurred a short distance west of Hawthorne station, about 5 miles from Ottawa. Mrs. Stracey, who was unaccompanied, went to the washroom in the last coach. It is believed that she lost her direction when she started to get back to her seat. Instead of walking back in the coach, she stepped out of the rear door and fell to the tracks. The brakeman saw the woman go towards the door and made an effort to stop her but he was too late.

Train Stopped at Once.

The train stopped immediately. The lifeless body was found in the ditch alongside the track. The woman passenger had died from severe head injuries, numerous bruises and shock. One of the train crew was left in charge of the body and the train proceeded to Ottawa.

B. B. Harris, C.N.R. investigator, was notified. He left immediately for Hawthorne as did Coroner Shirreff. Sergeant R. P. Labelle, of the Ontario Provincial Police, joined the investigation. The body was brought to Ottawa in the Hulse and Playfair ambulance. Relatives in Montreal were notified by company officials. Investigators believe that the unfortunate woman did not know that the coach she was in was the last one on the train and that darkness prevented her from noticing her error before it was too late.

The body was taken to Montreal today. The funeral service will be held on Tuesday at 2 p.m. at the William Wray funeral chapel.

Woman Killed Falls From Train Near Ottawa

Mrs. Nellie Stracey, Montreal, Opens Rear Door of Last Car.

Falling from the small platform at the rear, of the Montreal-Ottawa C.N.R. train as it neared the Capital at 11.30 p.m. Saturday, Mrs. Nellie Stracey, 52, of 7 Park Place, Westmount, a CNR employe in Montreal, was killed instantly. The accident occurred just west of Hawthorne station.

Investigators reported Mrs. Stracey who was believed to be on her way here to visit friends for the week-end, went to the wash-room at the back of the last coach.

Leaving: the washroom, she was seen by Brakeman George Burgess, of Ottawa, to open the rear door, apparently in the belief there was another car back of it .

Tried to Warn Her.

Mr. Burgess rushed to warn her, but on reaching the door discovered she had fallen from the platform. The train was brought to a stop, and Mrs. Stracey was found in the ditch alongside the tracks. When it was seen the woman was dead, the train proceeded to Union Station: and authorities were notified. H. H Brown was conductor of the train.

J. A. Rogers, CNR divisional superintendent told The Journal that, according to railway regulations, the staircases on either side of the platform at the rear of the last coach always; are kept open, this to permit the flagman to signal the engineer. At the back of the platform there is a guard rail. On all other coaches the staircases are closed over, when a train is moving, and passengers are permitted to walk from one coach to another without danger.

Investigate Tragedy.

Chief Coroner Dr. W. T. Shirreff, Sergeant R. P. Labelle. of the Provincial Police, and Investigator B. B. Harris, of C.N.R.. police, went to the scene to investigate, and the body was then removed, to the parlors of Hulse and Playfair, Limited. 315 McLeod street.

A post-mortem was performed on Sunday, and an inquest was opened by Dr. Shirreff this morning and adjourned until Friday at 8 p.m. at the Court House.

Mrs. Stracey was born in England, and in 1914 she married William Stracey, who predeceased her in 1927. Following her husband's death she became employed with the C.N.R.. and was stenographer in the CNR. treasury, head office, Montreal.

Beats Train to Crossing,

Is Fined \$5 and Costs

When Harold Grierson, R.R. No. 2, Stittsville, beat a train to a crossing on Highway No. 15 near Graham's Bay, he had his eyes on the train. He failed to notice that Provincial Constable J. M. Hinchcliffe was riding his motorcycle right behind him. As a result Grierson was charged in county magistrate's court this morning with careless driving. He pleaded guilty and was fined \$5 and \$5.05 costs. In setting the fine Magistrate A. H. Lief remarked that Grierson had done "a very dangerous thing."

Find Woman Met Accidental Death

A verdict of accidental death was returned by the jury at the inquest into the death of Mrs. Nellie Stracey, of Montreal held Friday evening in the Court House. Cerebral haemorrhage and fracture caused by a fall from the rear coach of CNR train No. 1 at Stanley's Crossing near Hawthorne last Saturday night, was the cause of death.

Conductor Herbert. Brown, in giving evidence said the last car was just an ordinary coach and had no bar or railing on the back. The back door was always left open so the flagman could signal the engineer.

Mr. Burgess, a brakeman on the train said he had seen Mrs. Stracey open the rear door, apparently in the belief there was another car back of it. He rushed to warn her but on reaching the door discovered she had, fallen from the platform.

Witnesses who were questioned by Crown Attorney Raoul Mercier. K.C. were Dr. Thomas R. Little; who performed the post-mortem; Sergeant R. P. Labelle; Brenton B. Harris, special investigator for the CNR.; Miss Jean Bleach, Montreal; Eileen Stracey, Montreal; Brakemen George T. Burgess and Henry Dolman and Conductor Herbert Brown.

Dr. W.T. Shirreff, chief coroner, was in charge of the inquest.

Passing Engine Kills Krakcman Of Smiths Falls

Robert Hutchison, 49-year-old C.P.R. Brakeman, Was Leaning From Own Engine Near Finch.

SMITHS FALLS. July 14. (Special) Fatally injured at Finch, when he was struck by the engine of a passing train on the Smiths Falls-Montreal run early Sunday morning as he leaned from his train, Robert Joseph Hutchison, 49 - year - old C.P.R. brakeman of Smiths Falls, died sometime afterwards.

From details available, it was learned the accident occurred at 4.30 (Standard Time). Mr. Hutchison was on the gangway on the engine, and was apparently leaning so far out that he was struck by the train travelling in the opposite direction.

Train Leaves For West After Derailement

The CN.R. fast trans-continental train drew into Union Station at 10 o'clock Monday morning, more than 10 hours late after the locomotive, two express cars and a day coach were derailed at Hurdman's Bridge. The train left for the West a half an hour later.

The derailment was caused by the C.P.R. operator at Hurdman's Bridge who threw the switch to avoid a collision at the cross tracks with the Toronto pool train which was just leaving Ottawa. The right-of-way was cleared by men who worked since 11.35 p.m. Sunday night to put the big locomotive and the cars back on the tracks.

Due in Ottawa at 11.40 p.m. the train was proceeding slowly through the yards. The switchman did not think the engineer was going to be able to stop to let other train cross. Acting instantly as the danger loomed, he threw the switch and the train was stopped in its tracks.

Passengers for Capreol and other points North were sent out shortly after three o'clock Monday morning on a special train, while those bound for Winnipeg spent the night in Ottawa. W. G. Doherty, assistant superintendent of the Ottawa division, C.N.R. supervised operations

13/09/1940 *Ottawa Citizen**Kingston (CN)**Brockville*

Escape Serious Injury When Train Crashes Car

BROCKVILLE, Sept. 12.--Suffering from cuts and bruises, Miss Eileen Sadler, R.R. No. 1, Brockville, is in the General Hospital, as a result of her auto being struck at Perry's crossing, a short distance east of here, by a westbound C.N.R. freight train. The car stalled on the track. It was demolished. The driver's brother, Morris, a passenger in the car, was also slightly injured.

14/09/1940 *Ottawa Citizen**Kingston (CP)*

Kingston Sept 13. A mixed freight train was derailed and ripped up more than 100 yards of track at Jackson Mills today. No one was injured but the Kingston - Pembroke line of the Canadian Pacific Railway was tied up for the day. The accident apparently was caused by a wheel dropping off a car in the center of the train.

20/09/1940 *Ottawa Citizen**New York Central**Embrun*

Verdict On Death of Young Boy at Embrun

A verdict of accidental death was returned yesterday afternoon by a coroner's jury inquiring into the death of two-year-old Romeo Bruyere, son of Mr. and Mrs. Charles Bruyere, of Embrun village.

The infant met death on the morning of September 12 when he was struck by a N.Y.C. locomotive at a private crossing, one mile south of Embrun station. The train was in charge of Engineer Dougall Cameron of Ottawa.

Dr. Martin Power, Rockland coroner, conducted the inquest which took place at 2 p.m. at Embrun station. C. W. A. Marriott, K.C., questioned the following witnesses: Fireman Charles Schultz, Ottawa; C. H. Bruyere, the dead child's father; Dr. A. Delisle of Embrun, and Provincial Constable Perry Harkness who investigated the accident.

11/10/1940 *Ottawa Citizen**Carleton Place**Roxboro Avenue*

Woodroffe Man Is Killed When Train Hits Car

Harold P. K. Saunders, 23, Victim. C.P.R. Train, Late, Was Travelling at 70 Miles Per Hour.

When the motor car in which he was the only occupant was struck by transcontinental C.P.R. train No. 8, travelling about 70 miles per hour, at Roxborough avenue, Woodroffe, at eight o'clock this morning, Harold P. R. Saunders, 23, outside representative for the Ottawa office of the Household Finance Corporation of Canada, was instantly killed. His motor car was completely demolished and parts were scattered along the railway for over a hundred yards from the crossing. Only a few minutes before the crash Saunders left his bride of only a few months at their comfortable little cottage about a city block from the railway crossing on his way to his office in the city. She did not see the accident but learned of her husband's tragic death a short time after.

The train was 55 minutes late and travelling over the crossing every morning for the last two weeks, Saunders apparently was not expecting it. An eye-witness, Norman Jans, who operates a refreshment booth on the Richmond road and who had just walked over the crossing said that Saunders did not look for an approaching train but continued on to the railway without stopping. He was proceeding south towards the Richmond road.

Did Not See Car,

The train was brought to a stop about half a mile beyond the crossing. The engine crew, Herb Kenny, 210 Holland avenue, Ottawa, engineer, and Thomas Barnes, 134 Breeze Hill avenue, Ottawa, fireman, told Constable Borden Conley that they did not see the car until the crash. City, provincial and township police were called and the accident was investigated by Township Constable Conley and Provincial Constable Driscoll. Coroner J. S. Nelson, after viewing the body, had it removed to the A. L. Tub man funeral parlors at Westboro where he held a preliminary inquest at two o'clock this afternoon.

The crossing, according to a warning notice posted at the approaches, may be used only at a person's own risk, and is dangerous especially for one approaching from the north. Even from the center of the rails the view to the west, from which the train approached, is clear only a little more than the length of a city block. There is a public crossing equipped with a signal bell at Woodroffe avenue, a block to the west, after which the railway curves to the north. Between the two crossings but outside the railway property is a mass of shrubbery and a cottage about halfway between.

Unusual Time For Train

Jans said that as he walked across the railway tracks prior to the accident he heard the whistle of the approaching train and also the bell ringing at the Woodroffe avenue crossing. He said he found it unusual for a train to pass at that time. He then noticed the motor car travelling about ten miles per hour and it reached the rails just as the train reached the crossing. The car was a light coupe and Jans said that he did not notice if the windows were opened or closed.

"The locomotive struck the auto completely broadside, hurling it ahead about fifteen feet through the air," Jans said. "While it was still flying through space the fast train caught up with it and struck it again," Jans continued. "In the second crash the man and the undercarriage of the auto were hurled to the side," he said. Jans told of rushing over to the man and said he was apparently dead. He said that the remainder of the car fell to the side of the train and was dragged along by the locomotive.

According to Constable Cornly the body was found 172 feet from the crossing at the side of the right-of-way, and the auto was about 150 feet further on.

Another witness was Miss Joan Ferguson of Woodroffe.

The locomotive was somewhat damaged and had to be changed when the train reached Ottawa. The coaches were scratched for whole length of the train and a window in the last sleeper was broken.

C.P.R. Statement

W. P. Garland, assistant superintendent for the C.P.R. in Ottawa, issued the following statement after the accident: "Harold Saunders, 23, married, whose home was at Woodroffe, Ont., was instantly killed when the automobile in which he was travelling was struck at a private crossing just west of Woodroffe at 7.10 o'clock (standard time) this morning. The car was demolished and the engine of the fast transcontinental train was considerably damaged. The train was travelling at a speed of about 70 miles per hour and the weather was quite foggy. Apparently the driver did not see or hear the fast approaching train. The train was in charge of Engineer H. Kenny of Ottawa and Conductor G. B. Darling of North Bay."

So badly wrecked was the motor car that it was loaded piece by piece on to a dump truck to be taken to the Westboro garage.

Only on July 3 last Mr. Saunders was married in Toronto and until October 1 he and his bride occupied a cottage at Britannia. On October 1 they moved to their present home on Algonquin avenue, Woodroffe. Both are from Saskatoon, Sask., where Mr. Saunders was born. He received his education there and graduated from University of Saskatchewan. He joined the staff of the Household Finance Corporation of Canada in December last at Toronto and was transferred to Ottawa in March of this year. Last month his parents were here from Saskatoon to visit him. There are no relatives in Ottawa other than the widow.

Ottawa Man Hurt In Hawkesbury

HAWKESBURY, Oct. 11. (Special) Harry Reid, the conductor fell to the ground from the top of a box car in the yards of the Canadian International Paper Company here late this afternoon. Taken to Dr. E. P. Kelly's private hospital, it was found he had received a broken right arm between the wrist and elbow, bruises about the face and a shaking up.

He was in charge of the Canadian National Railways switching crew here as well as a mixed train running from here to Glen Robertson, a distance of 21 miles and back every week day morning. Fifty-eight years of age, he had been railroading for 34 years. His home is at 28 Queen Mary street, Overbrook, Ottawa.

Ottawa Man Injured In Fall From Train

HAWKESBURY, Oct. 11. (Special) Harry Reid, veteran Ottawa conductor of the C.N. Railway, fractured his left forearm when he fell from a slowly moving freight train in the yards of the International Paper Co. here. This is the second time Mr. Reid has broken an arm. Some years ago he fractured his right arm in a similar accident.

After first aid at the company offices, he was taken to a local hospital for treatment.

Harold Saunders' Death At Crossing Is Held Accidental

The death of Harold P. R. Saunders, 23, of Britannia Bay, which occurred last Friday when the car he was driving was struck by a train on the Roxborough Avenue CPR. crossing in Woodroffe, was declared accidental by a coroner's jury last night. The inquest into Saunders' death, held in the Westboro town hall, was conducted by Dr. J. S. Nelson, coroner.

The jury recommended that the shrubs or brush be cut down on both sides of the crossing. Dr. Nelson expressed the belief that "until we learn first to stop, then to look, then to listen, there'll always be accidents." He also pointed out that the crossing was a private one, with signs to indicate it as such, but was widely used by the public to cross the railway tracks.

Unaware Car Hit.

The train crew testified they did not know of the accident until they stopped the train, believing the engine to have broken down from the clouds of steam they saw suddenly pouring from the front of it. G. B. Darling of North Bay, the conductor, said the train speed of 75 miles an hour, was normal for that stretch of track.

M. H. Kenney, 210 Holland avenue, Ottawa, the engineer, told the jury the train's whistle had been sounded and the warning bell at the Woodroffe avenue crossing, just west of the Roxborough crossing, was sounding at the time. Thomas Barnes, 34 Breeze Hill avenue, fireman, also testified.

Dr. L. C. Purvis said Saunders had died of a fractured skull, lacerations of the brain and shock.

Evidence was also given by Norman Jans and Miss Joan Ferguson, eye-witnesses, and Nepean Constable Borden Conley, who investigated.

The jury was composed of Fred Robinson, foreman; Ben Bigford, John Murray, Robert Baird and David Arch.

Witness Tried Warn Saunders Before Crash

A speed of 75 miles an hour was not unusual for trains travelling in the suburban area, railway employes told a coroner's jury enquiring into the death of Harold P. R. Saunders, killed in a level crossing accident at Woodroffe last Friday, at the Westboro Town Hall on Tuesday night.

Both the engineer and conductor of the train said the train had been travelling at 75 miles an hour when the C.P.R. transcontinental flyer hit Saunders' car at the Roxborough avenue crossing. That was the usual speed of the train entering the suburban area. They knew of no regulation governing speed for their train.

Suggest Clearing Shrub.

The jury, under Dr. J. S. Nelson, coroner, returned a verdict of accidental death and added a rider suggesting the clearing of shrubs at both sides of the crossing, to give a clear view of the track for a much longer distance to car drivers approaching the crossing.

Norman Jans and Miss Joan Ferguson, eyewitnesses, both testified Saunders had approached the track at a very slow rate of speed and apparently had not heard the whistle or the bell. Miss Ferguson said she had waved Saunders back but apparently he had failed to notice her signal.

M. H. Kennedy, of 210 Holland avenue, engineer on the train, said he sounded the whistle for the public crossing at Woodroffe avenue. It had not been necessary to whistle for the private crossing at Roxborough avenue but the bell had been ringing.

Mr. Kennedy never knew the train had struck anything until it had been brought to a halt with the application of the emergency brakes a considerable distance down the tracks. Just at the crossing there was a burst of steam from the front of the locomotive and he thought something had gone wrong with it. He immediately applied the emergency brakes.

Told By Conductor.

Thomas Barnes, of Breezehill avenue, fireman, said he never noticed the car approaching the crossing and did not know the train had struck the car until he was told by the conductor.

G. B. Darling, of North Bay, conductor, said he got off the train when it had been pulled to a stop and saw the wreckage of the car some distance back. He phoned the superintendent and instructed him to get a doctor and an ambulance.

The train had been running 55 minutes late, but 75 miles an hour was the usual speed for the train at that section. They were permitted to make up time if possible.

Township Constable Borden Conley gave evidence as to where the body was found and the distance the car was thrown. Dr. L. C. Purvis testified death was caused by a fracture of the skull and shock.

In reviewing the evidence the coroner told the jury that until "such time as we all learn to stop, look and listen, at all railroad crossings there will always be accidents".

Charge Girl, 17 Tried to Derail C.N.R. Train

PEMBROKE, Oct. 17. A blonde 17-year-old girl, Doris Schwartz, of Wilberforce Township, appeared in Pembroke police court tonight and pleaded guilty to placing an obstruction liable to cause property damage, on the C.N.R. tracks near Woitto Station, about 15 miles from Pembroke, on October 15. She was remanded to Monday for sentence by Magistrate Galligan.

The charge in part stated, "on October 15, in Wilberforce Township did unlawfully place an angle bar, liable to cause property damage, on the Canadian National Railways tracks about one and a half miles east of Woitto Station". The charge was laid by Inspector B. B. Harris, of the department of Investigation of the C.N.R., Ottawa.

The locomotive drawing the passenger train from Pembroke to Golden Lake struck the bar which was lying on the track, about one p.m., October 15. The train was not derailed but the engineer stopped his train, investigated, and found the angle bar.

Inspector Harris explained to His Worship that an angle bar was the steel bar used to join the ends of the rails together by bolts. It was 18 inches long, four inches wide, one half inch thick, and curved on one side.

Train Hits Auto Outside Cornwall, Two Arc Injured

CORNWALL. Oct. 20. (Special) Mr. and Mrs. Howard Whitford of Paragon, five miles east of Cornwall, are in the General Hospital suffering painful injuries as a result of an accident on the Canadian National Railways at Bellefeuille's Crossing, three miles below the city, this morning.

According to the crew of the work train, the Whitfords were proceeding east in the same direction as the train, when the auto crossed the tracks in the path of the train. The auto was dragged some distance by the engine and was thrown into the ditch alongside the tracks. It was badly damaged. How Mr. and Mrs. Whitford escaped death is a mystery. They were taken to hospital where it was found Mr. Whitford was suffering from head bruises and cuts, while Mrs. Whitford was injured about the back and shoulders. Neither is described as being in a critical condition.

Freights Collide In Broad St. Yard

An empty coal car was derailed and a caboose damaged in a collision early Sunday morning in the C.P.R. Broad street yards near Bayview road between two freight trains arriving in the city, one from Prescott and the other from Lachute subdivision. No one was injured and train services were not delayed as the crash occurred clear of the through line.

Crews of both trains are Ottawa men. Engineer Ernest Pumple of 114 Percy street and Conductor Alex. Shepherd, 823 Somerset street, were in charge of the train from Prescott; Engineer Edwin Ashfield of 132 Cambridge street and Conductor Albert Charbonneau, 677 Wellington street, in charge of the other. The Lachute train, after crossing the Ottawa river to the city, turned west on a "Y" in order to back into the yards and was backing up when the Prescott train, which approached around a curve from the south, crashed into the rear of it. Fortunately both trains were travelling slowly at the time.

William Garland, assistant superintendent of the CPR., issued the following statement:

"A freight train from Prescott, in charge of Engineer E. Pumple and Conductor A. Shepherd, was pulling into the yard at 6.30 Standard Time, when a collision occurred with another freight train from the Lachute subdivision, in charge of Engineer E. Ashfield and Conductor A. Charbonneau. The van on the Lachute train was damaged, and an empty coal truck was derailed. Both trains were travelling slowly at the time."

Smiths Falls Child Injured by Train

SMITHS FALLS, Ont. Oct 31 (Special) Running into the side of a Canadian Pacific express train while at play near his home here this afternoon. Grant Crate, four-year-old son of Gunner and Mrs. George Crate, Main street east, received a possible fractured collarbone, a severe shaking up and lacerations, with possible internal injuries.

He is a patient in Chambers Memorial Hospital under the care of Dr. Arthur Murphy tonight.

Reports on the accident show that the little boy was playing with some companions on the tracks of the railway and ran into the side of the engine of the Brockville-Carleton Place train at about 4.30 o'clock, as it was proceeding on its regular run towards Carleton Place.

Uncoupled caboose struck truck after train had passed

Alexandria Nov. 1.

To be hit by a train because of a disregard for the danger signals is not uncommon fate, but to be hit by the caboose of a freight train after waiting until the train has passed and the wig-wag safety signal had stopped and the crossing was clear, is, from the point of view of two men who underwent this experience here this evening, an injustice.

At 8.15 tonight a truck owned by Shepherd Brothers of Alexandria and occupied by Paul Dorey, driver, and Eli David, merchant, was entering the town on Highway 34. The wig-wag signal at the railway crossing was operating; the truck stopped. A long freight passed and the signal ceased. Just as the front part of the truck was crossing the track it was struck by the caboose of the train which had become uncoupled and was travelling about 800 feet behind the rest of the train.

Neither man was hurt. When the railway crew, after stopping a short distance east of the town, backed up the train to retrieve the "wandering van" they found the caboose undamaged. The truck, however, was damaged considerably.

Two Badly Hurt Billings Bridge; Car-Train Crash
Mrs. A. Charbonneau, Of Ottawa, Criticaf Montreal Driver

Two persons wer injured one critically, when the automobile in which they were driving was in collision with a passenger train at the C.P.R. crossing on the Metcalfe road at Billings' Bridge at midnight on Wednesday.

They were:

Mr. A. R. Charbonneau, 23, a recent bride, of 436 Nelson street. Ottawa, who suffered the loss of her right eye, a broken nose, head injuries and shock, and J. Richmond Felletler. 22, of 10826 St Denis street, Montreal, who suffered a broken left leg, chest injuries and shock.

An operation was performed to remove Mrs. Charbonneau's right eye at the Ottawa General Hospital this morning and X-rays will be taken later in the day to ascertain whether she has any fractures of the skull. Her condition was described as "very serious" by Dr George Lafromboise who performed the operation. Pelletier's condition was not so serious, he having sustained several fractures of the leg and broken ribs.

The front part of the car was a mass of twisted steel and parts of the chassis were scattered all over the roadway and crossing.

The automobile, a 1940 light sedan was travelling toward Ottawa while the train, the Toronto pool train, was leaving the city.

Thrown From Car.

Mr. Pelletier, the driver of the car, and Mrs. Charbonneau. who was sitting in the front seat beside him. were thrown out of the left door on to the roadway in the crash. The car was thrown backwards about 20 feet and turned around but did not leave the pavement.

Mrs. Charbonneau received the brunt of the crash as the right front part of the automobile crashed into the front of the engine.

The crash was heard by residents in the vicinity but no one witnessed it. Daniel Leroux, who lives 100 yards from the crossing, said he heard the crash while he was listening to the radio,

"I ran out and saw the coaches of the train stopped on the crossing. ran under the carriage of one of the coaches and saw the two people lying on the roadway near the car. The train crew was preparing to pick them up on stretchers."

Engineer William Short, of 508 Parkdale avenue, stated he did not see the automobile because he was seated at the right hand window of the engine. The automobile was approaching on his left.

Officials of the railway stated the train had left Union Station at 11.47 p.m. and was just picking up speed. It was travelling about 25 miles per hour. Engineer Short was assisted by W. F. Alexander, conductor, of 471 Somerset street west, and other members of the crew in carrying the injured on stretchers to the home, of Orval Kinnard, a short distance away.

Dr. A. T. Shillington, C.P.R. physician, was, summoned and gave medical aid there and at Ottawa General Hospital where the injured were taken in two Hulse and Playfair ambulances..

Montreal Salesman.

It was reported Mr. Pelletier, who is a Montreal salesman, did not see the train coming until he was right at the crossing. He jammed on bis brakes but the nose of the car was over the right-of-way and was in collision with the front part of the engine.

The crossing is about half a mile from the end of Bank street and is not protected by any wig-wag signal.

The engine; of the automobile was pushed back to the front seat and the bumper and parts of the radiator were thrown about 30 feet down the track.

Constable T. A. Hazlitt and Constable James Driscoll, of the Ottawa detachment of the Ontario Provincial Police, investigated.

Two Injured In Crossing Crash Outside Ottawa

Mrs. A. R. Charbomieau, 436 Nelson St., in Critical Condition. Montreal Driver Also in Hospital.

Two persons were injured, one critically, when an automobile and train collided at level crossing on the Metcalfe road, half a mile from Billings Bridge, about midnight last night.

Loses Right Eyesight.

The more seriously injured person, Mrs. A. R. Charbonneau, 436 Nelson street, will lose the sight of her right eye. She also suffered fractured nose and multiple cuts and bruises. Following an operation at the Ottawa General Hospital this morning, officials stated that Mrs. Charbonneau's condition is slightly improved but that it is still critical.

George Richmond Pelletier, 32, of 10826 St. Denis street, Montreal, driver of the car, suffered a fractured left leg and multiple cuts and bruises. The complete extent of his injuries will not be known until X-ray plates taken this morning are examined. He is also in the General Hospital.

The accident occurred at the C.P.R. crossing at Billings Bridge. There is no wig-wag sign or bell, but there is a sign about 300 yards from the crossing to warn the public.

Hit by Pool Train.

According to police, the car was travelling towards Ottawa and had slowed down, but did not stop at the crossing. The train, a west-bound C.N.R.-C.P.R. pool train, hit the front of the car a little to the side, pushing the engine back and to one side and shattering the windshield and door windows.

Both Thrown Out.

Both occupants were thrown out the left hand side of the vehicle and the train came to a stop before the last coach had passed the crossing.

Residents of nearby homes. hearing the crash, had to crawl under the coaches to get at the injured persons, on the other side of the tracks, who were taken to the residence of Orval Kinnaird. First aid was administered by Col. A. T. Shillington, M.D., and then taken to hospital in Hulse and Playfair's ambulance.

The train was in charge of Engineer William Short, 508 Parkdale avenue, with W. F. Alexander, 471 Somerset street west, as conductor.

The front of the automobile, which was a 1940 model, bearing Quebec license plates, was completely smashed. Parts of the front headlights and the bumper were picked up a considerable distance from the scene. The car was turned completely around by the force of the impact.

Mrs. Charbonneau, according to a brother-in-law, was married only seven weeks ago. Mr. Pelletier is an employe of a Montreal distillery firm.

Constable T. A. Hazlitt of the Ontario provincial police investigated.

Wallet Recovered In Wreck of Car

The two persons injured when an automobile struck a train at Billings Bridge early yesterday morning were reported as slightly improved at the General Hospital, Water street, early today. Mrs. A. R. Charbonneau, 436 Nelson street, was operated on yesterday and her right eye was removed. She also suffered multiple cuts and bruises. The other person involved was George R. Pelletier, St. Denis street, Montreal, who suffered a fractured left leg.

Following the accident, a wallet belonging to Mr. Pelletier was missing from the scene of the accident, but early last evening provincial police found that the wallet was in the wreck of the car at the South End Garage. The wallet contained a considerable sum of money and between \$400 and \$500 in checks made out to the firm where Mr. Pelletier is employed.

Propose Change N.Y. Central Train Service

Board of Control on Thursday was Informed that the New York Central Railroad Company was applying to the Board of Transport Commissioners for permission, effective January 1. to discontinue the operation of its trains into Union Station. The information was contained in a letter from Ewart. Scott, Kelley, Scott and Howard, barristers.

The letter stated the company proposed to operate into and out of its present freight station at the southerly end of Nicholas street. Necessary alterations would be made to render the station suitable, for passenger use and arrangements made with the Ottawa Electric Railway Company to divert its Templeton street buses so as to connect with incoming and -outgoing trains,

Declining Business.

The reason for the change was that declining business on the line, which now only ran as far as Helena. N.Y., had entailed a heavy annual loss. Two years ago an application was made for a reduction of train service on the line and this was granted. Despite the reduction the line still was a losing proposition. The one train now operated daily, except Sunday, arrives in Ottawa at 10 30 aa.m.. Standard Time and departs at 3.45 p.m.

For the privilege of running the trains into and out of Union Station, the New York Central pays the Canadian National Railways a fixed sum of \$900 of which \$800 is for use of the station and \$100 for the ticket office. There also were charges for other services, amounting to about \$250 a month, and all these could be provided at the proposed new station.

Would Reduce Loss.

Additional cost of running the trains in and out of the Union Station was approximately \$16,000 annually, and the excess of expenditure over revenue amounted last year to \$16,730.40. With the proposed change in station the loss would be comparatively small.

The letter asked if the city had any objection or suggestion regarding the change. It was decided to refer the letter to the city solicitor to see if the city had any legal obligations in the matter.

The proposed new station was the terminal for the New York-Ottawa trains years ago. Then after the Union Station was opened. New York Central- made an arrangement With the CNJt. to use the new terminal for its passenger trains.

The last paragraph says that the station that will be used was the one that the O&NY originally used in Ottawa - this is not true as they used Sussex Street.

15/11/1940 *Ottawa Citizen**New York Central**Ottawa, Mann Avenue*

New York Central Seeks Change In Train Operations

The railroad passenger business is not what it used to be, and with train services now reduced to a minimum and with deficits on its Ottawa-New York line occurring year after year, the New York Central Railroad. Company now finds itself unable to continue paying some \$16,000 annually for the privilege of operating two trains daily, in and out of Union Station.

Instead of continuing to pay the Canadian National Railways this sum for the use of Union Station, the company , now proposes to rehabilitate its old station at the southerly end of Nicholas street. The O.E.R. has agreed to provide a bus service to the station by diverting its Templeton street buses to meet trains.

Letter to Board.

These facts were brought out at yesterday's meeting of the Board of Control in a letter from the legat firm of Ewart, Scott, Kelley, Scott and Howard, solicitors for the railway company.

The letter pointed out that the New York Central Railroad Company, lessee of the Ottawa and New York Railway, and the Ottawa and New York Railway Company have applied to the Board of Transport Commissioners for permission, effective January 1, 1941, to discontinue the operation of its trains into and out of the Union Station and to operate the trains into and out of their present freight station on, the southerly end of Nicholas street.

"We are instructed to acquaint the Board of Control with this proposal and to ask whether the city has any objection or suggestion with regard to the proposed change," wrote the company's solicitors.

Mayor Stanley Lewis suggested that the letter be referred to F. B. Proctor. K.C., the city solicitor.

Today's Problems.

Just what problems the railroad of today is up against may be gleaned from the letter received by the board, which further pointed out:

"The reason for this proposed change is that the falling business on the Ottawa and New York, which now runs only as far as Helena, has entailed a heavy annual loss for a number of years back, and this has been growing from time to time. In 1938 an application was made, of which the city had notice, for a reduction of train service, which was granted, and now only one train in each direction is run daily except Sunday. Train 61 leaves Helena. N.Y., at 8 a.m. and making all stops en route arrives at Ottawa at 10.30 a.m. Train 62 leaves Ottawa at 3.45 p.m. and making all local stops arrives at Helena. N.Y., at 6.10 p.m. These hours art all. of course. Standard Time.

"For the privilege of running these trains into and out of the Ottawa Union Station, the New York Central now pays the Canadian National Railways a fixed sum of \$900 per month, i.e., \$800 for use of the station and \$100 for ticket office plus charges at stated rates, and amounting to about, \$250 per nmonth, for cleaning, heating, lubricating, etc.. of cars and for certain other services, all of which could be supplied at the proposed new station.

"The additional cost of running these trains in and out of the Ottawa Union Station is approximately \$16,000 annually, and the excess of expenses over revenue amounted last year to \$16,730.40. so that with the proposed change in station the loss would be comparatively small."

18/11/1940 *Ottawa Citizen**Smiths Falls**Smiths Falls*

Truck Is Wrecked On Level Crossing Stranding Train

SMITHS FALLS, Nov. 17 (Special) A Canadian National Railways train was left stranded, 37 tons of freight and the remains of a large transport truck were strewn across the tracks and two men. residents of Toronto, narrowly escaped serious injury when the truck in which they were driving left the highway at a double curve across the C.N.R tracks at the northerly entrance to this town at an early hour this morning.

Skidding as it entered the curve, the truck went out of control. mounted a high bank, dropped into a ditch, climbed to the railway tracks and came to rest across the rails, almost a total wreck.

The train, which had been cut in two to allow for the shunting of some cars, was left with one half each side of the wreck, and was delayed several hours as rail way and transport workers cleared the wreckage off the tracks.

The truck was the property of the Martin Transport Co., Toronto. The names of the drivers were not available here today.

19/11/1940 *Ottawa Journal**Canadian Refractories*

Kilmar Worker Fatally Injured

HAWKESBURY, Nov. 19. (Special) Emile Lalande, 32- year-old employe of the Canadian Refractories, Kilmar, Que, was fatally injured when he became caught in a belt while working athe plant early this morning.

Unemployed for some time. La lande had been working at the plant for only two weeks. He was brought to the Dr. E. P. Kelly Hospital, Hawkesbury, where he died a short time later. His skull had been fractured in the accident.

Born at St Emile de Suffolk. Que., he is survived by his widow, the former Miss Yvonne Tessier, of Rivington, Que, whom he married two years ago, and by a one- year-old son.

A verdict of accidental death was brought in following an inquest conducted at Kilmar by Coroner Dr. W. Finlay McMartin, of Lachute.

19/11/1940 *Ottawa Citizen*

Canadian Refractories

Hawkesbury Resident Is Fatally Injured

HAWKESBURY, Nov. 19. (Special) Emile Larande, 31, of Hawkesbury, died this morning from injuries received last night about 10.30 o'clock, when he was caught in a belt in the refineries plant of the Canadian Refractories Limited at Kilmar, Que.

The injured man was rushed to Dr. E. P. Kelly's Hospital, Hawkesbury. He was suffering from compound fractures of both arms and both legs and a dislocated left knee. The thumb of his left hand was torn off.

Dr. A. J. Martin, county coroner, was called from Lachute. An inquest will be opened tomorrow morning.

Mr. Larande had been married only two years and is survived by his widow and one son.

27/11/1940 *Ottawa Citizen*

New York Central

Ottawa

Nothing To Block New York Central Using Old Station

There is nothing in the various civic bylaws affecting the operation of the New York Central Railway which would prevent the company from accommodating passengers at its old station at the south end of Nicholas street rather than at Union Station, F. B. Proctor, K.C., city solicitor, informed the Board of Control yesterday. Some time ago the company informed the city that it could no longer afford to lease station facilities from the Canadian National Railways and that it proposed to use its old freight station at the end of Nicholas street as a passenger station. One incoming and one outgoing train are operated by the company daily.

02/12/1940 *Ottawa Journal*

Other

Death of G.E. Fauquier. Railway Contractor

Built the Parry Sound Railway, a section of the transcontinental west of Cochrane and a large part of the Canada Atlantic. The great dock at Halifax as part of Foley, Welch, Stewart and Fauquier.

Associated with O'Brien, Mackenzie and Mann.

Also owned Colonial Lumber of Pembroke.

13/12/1940 *Ottawa Citizen*

Brockville

Brockville

Careless Driver Hit Returning From Court

BROCKVILLE, Dec. 12. (Special) Wallace Mercer, resident of the neighboring township of Elizabethtown, paid fine and costs of \$7 in magistrate's court here this morning on a charge of careless driving. On his way home at noon he was struck by a passenger C.P.R. train, which was moving across Perth street after having discharged passengers at the Union station. Mercer escaped with slight injuries to one knee, but his car was extensively damaged.

21/12/1940 *Ottawa Citizen*

New York Central

Ottawa Mann Avenue

The New York Central Railroad Company

NOTICE

Change of Station for New York Central Passenger Trains at Ottawa Effective January 1, 1941, The New York Central Railroad Company will operate its passenger trains Nos. 61 and 62, running between Helena, N.Y., and Ottawa, Ontario, into and out of its station at Mann Avenue and Nicholas Street, Ottawa. Authority for this change was granted by Order No. 60024 of the Board of Transport Commissioners for Canada dated December 4, 1940.

The buses on the Templeton Street route of the Ottawa Electric Railway Company, running on an eight minute schedule, cross King Edward Avenue, one block north of the station and may be taken there by incoming passengers. Outgoing passengers may take a bus at the corner of Mosgrove and Rideau Streets, get off at the corner of Templeton Street and King Edward Avenue and walk one block south to the station. fares, on either bus or tram car, carry transfer privileges to all parts of the system.

W. A. HAMLER,

Superintendent.

Watertown, N.Y.

Picture of the damaged vehicle but no railway interest.

Ralph Henry Killed by Train At Level Crossing on Russell Road .

Well-Known City View Dairy Farmer. Was on Way to Home of Customer To Deliver Two Cases of Eggs.

Crushed behind the steering wheel when a New York Central passenger train struck his car on the level crossing one mile beyond the city limits on the Russell road, Ralph Henry, 66, City View district farmer, was killed instantly shortly before noon Saturday. Mr. Henry was a brother of the late Bower Henry, former president of Producer Dairy.

The train, No. 61 from Helena, New York, was travelling at 43 miles per hour and carried the car, jammed on the locomotive cowcatcher, 370 yards along the tracks. Mr. Henry was dead when the train crew reached him.

Suffers Broken Back.

While there was no outward mark of injury on the body, a postmortem examination conducted Saturday night by Coroner Dr. Shirreff revealed the victim's back to have been broken, the right leg and ribs on the right side smashed, and the heart ruptured.

At the time of the accident, Mr. Henry was on his way to the home of a customer, a mile beyond the crossing, to deliver two cases of eggs.

According to statements given police by an eyewitness and the fireman aboard the train, the motorist approached the crossing at not more than 15 miles per hour, but apparently not seeing or hearing the oncoming train, did not stop. Visibility is clear for a half mile both sides of the crossing.

The fireman, Charles Schultz, 262 Russell Ave., Ottawa, said he saw the car approaching the crossing when the train was still several hundred yards away "The car was coming so slowly - between 10 and 15 miles an hour - I thought was going to stop", said the fireman.

The engineer, Dugald Cameron, 83 Concord street, Ottawa, was on the other side, of the cab and did not see the car. He applied the brakes just before reaching the crossing, at a warning from Fireman Schultz, who had realized the slow-driving motorist was unaware of the train thundering down on him.

The locomotive pinned the car by the right front side, carrying it 370 yards along the curved tracks. The conductor, W. F. Mc Neill, 66 John street, Ottawa, saw nothing of the actual accident

Dismantle Cowcatcher

Front right side of the car was smashed back almost into the drivers seat, but the only part touching the occupant was the steering wheel pressing against his chest. Before the car could be removed from the front of the locomotive, the cowcatcher had to be dismantled.

Only eye-witness of the crash was Paul Brunke, a Russell Road farmer returning home from the city

"I watched Mr. Henry's car as it approached the crossing", he related, "and it was going so slowly, I thought sure he was about to stop. Perhaps he did apply the brakes and skidded on the tracks, but from the way it looked, I don't think he saw the train. He seemed to be going at the same speed the second before the train struck his car as he had been travelling 40 feet before he reached the crossing."

The theory of the car skidding to the crossing was discounted by Constable James Driscoll. The Ontario Provincial Policeman could find no marks of sliding tires.

P. E. St Pierre, New York Central Freight Agent in Ottawa, in making a statement for the railway said from all available evidence it was assumed Mr. Henry had not noticed the train's approach. All the precautionary signals had been sounded.

Trainees Train Following.

Following Train No. 61 was the New York Central special, returning the Ottawa recruits from the 30-day Military Centre Training Camp at Cornwall. The crew of the special took the damaged locomotive from No. 61 back to Watertown, N.Y., for repair. The crash held up traffic on the line for an hour.

Preliminary inquest was opened by Dr. Shirreff at the Hulse and Playfair undertaking parlors Saturday night and adjourned to 8.00 p.m.. Friday. It will be held at the County Courthouse.

Well-known City View dairy farmer meets death when New York Central train strikes his car at level crossing half a mile from Hurdman's Bridge.

Ralph Henry, aged 66 years, prominent City View dairy farmer, was instantly killed at 11.40 Saturday morning when the automobile he was driving was struck by a New York Central passenger train on a Russell road level crossing about half a mile from Hurdman's bridge at the outskirts of the city.

Mr. Henry was driving out from Ottawa to deliver eggs. The car was hit on the side and carried in front of the train for approximately 370 yards. A 1937 sedan, it was almost completely wrecked. The N.Y.C. train was traveling from Helena, N.Y., at a speed of about 40 to 45 miles an hour.

The accident occurred within a short distance of the fatality in March of this year in which John Anderson and his son, of Hurdman's Bridge were killed in a similar accident. A network of railway tracks converge on the capital at this point, and there are a score or so of level crossings on the Russell road and side roads.

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Jammed against engine.

Train crew members and section hands in the vicinity worked frantically to extricate Mr. Henry from the car after the train was brought to a stop. An ambulance from Hulse and Playfair Ltd., was called and the train was backed up to the crossing and the body was taken to the undertaking parlors, 315, McLeod street. Crowbars and other tools were necessary to move the car from the front of the engine where it was solidly jammed. The cow catcher was completely torn off.

Clear view.

Several theories were advanced, but none definitely established the cause of the crash. The level crossing in question gives a clear view on both sides. The train tracks curve in a broad sweep, but there is no obstruction of view in travelling from Ottawa. However, the ice on the road had been washed smooth by the recent rain and a quick stop was impossible. There is a very slight incline down to the tracks on either side.

It is not known whether Mr. Henry had seen the train and applied the brakes in an effort to stop or not. No skid marks were visible, but it is quite possible they would not show on the ice.

The car was crushed sideways like an accordion but remained intact while being carried down the track. The side Mr. Henry was sitting on was the least damaged.

The only known eye-witness, an aged Hurdman Bridge resident, said he was on his way home when he heard a "tremendous crash". He looked around and saw the train brakes screeching carrying the car down the right-of-way. He did not see the actual collision.

The accident held up three other trains for an hour and a half, including a New York Central special bringing trainees back home from the Cornwall military training center and the C.N.R and C.P.R. trains from Montreal. The NYC special was held up at Hawthorne.

Constable James B. Driscoll of the Ontario provincial police investigated.

The locomotive was in charge of Dugald Cameron, 83 Concord avenue, engineer, and P. Schult, 262 Russell avenue, fireman. Schult said that on either side of the crossing there is a clear view of the railway right of way.

Mr. Henry was driving slowly and carefully in approaching the crossing, and the trainmen figured that he was going to stop. The car was going south along the Russell road at a rate of from 10 to 15 miles an hour. The train's speed was reckoned to be between 40 and 50 miles an hour.

Mr. Henry did not stop. Either his brakes were ineffective on the icy roadway, or more likely, in the opinion of the train crew, he either did not see the train or hear its whistle. After the impact, the car was carried almost four hundred yards down the right -of-way.

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Alton Beckett Killed as Train Hits Sleigh.

Alton Beckett, 58, of 170 Drummond street, farm hand in the employ of Thomas E. Nesbitt, City View, was killed instantly at 11.40 a.m. on Tuesday when a horse-drawn sleigh he was driving was struck by an eastbound C.N.R. transcontinental train on a side road off the Merivale road at City View. The train was travelling at about 60 miles an hour at the time of the accident.

The body was taken to the parlors of Hulse and Playfair Limited, 315 McLeod street, where an inquest was opened last night by Dr. J.S. Nelson, coroner, of Westboro. The inquest was adjourned until January 3 and will be held at Nepean town hall, Westboro.

Mr. Beckett, who had only been working on the Nesbitt farm for about six weeks, was making his daily trip across the C.N.R. main line when his sleigh was struck by the fast-moving train. He was wearing a cap with earflaps on it which is believed to have deadened the sound of the approaching train. The sleigh was reduced to matchwood and the unfortunate man was struck with terrific violence. His mangled body was caught in the front part of the engine and carried more than 1,200 feet before the train could be brought to a stop. He suffered multiple fractures of the skull and not a bone on his left side was unbroken.

Horses Escape.

Two horses which were pulling the sleigh had a remarkable escape. They had crossed the tracks when the sleigh was struck. One of them suffered a slight cut while the other was unhurt. The frightened animals broke loose when the sleigh was struck and stampeded into the yard at the Nesbitt farm. Their return to the farm was the first warning the Nesbitt household had of the accident.

Three C.N.R. section men, James McLean, Raymond Bernie and Charles Giroux, were working about a mile east on the railway tracks at the time. They heard the crash and ran to the scene of the accident.

The body was released from the front of the engine by the train crew and later taken to the parlors of Hulse and Playfair, Lts., after it had been viewed by the district coroner. The train was not long delayed and had proceeded on its way to Union station when the coroner and police arrived. Provincial Constable Thomas Hazlitt investigated.

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Montebello Man Instantly Killed When Hit By Train

BUCKINGHAM, Dec. 25. -(Special) Vianney Bertrand, 22-year-old Montebello taxi driver, was instantly killed yesterday afternoon at 4.15 when his automobile was struck by an east-bound C.P.R. freight train at a level crossing on highway No. 8 between Montebello and Papineauville. At the time of the accident he was returning to his home after conveying several passengers to Papineauville.

The railway track, the North Shore line of the C.P.R., at that point can be seen for a considerable distance in each direction and the approaches to the crossing are well marked. Although Quebec traffic laws demand that a full stop be made at all railway crossings and a stop sign was erected on the spot, it was reported that Bertrand did not stop his car.

Dr. J. Damours, Papineauville, was called to the scene but the young man had died instantly. Coroner W. J. Cosllo, after viewing the body, called an inquest for Thursday, December 26.

Returned From Training.

The victim had returned home only last Saturday from camp where he had undergone 30 days of military training.

The body was found still in the car, which was not too seriously damaged although it had been carried over 200 feet along the tracks before the train was brought to a halt.

Provincial Traffic Officer Albert Chartrand of Buckingham, who investigated, will not be able to complete his report until he has interviewed the train crew who had continued on their way to Montreal before the policeman arrived.

Farm Employee Killed by Train

A. J. Beckett Driving Near Merivale Road

When his horse drawn sleigh was struck by the C.N.R. Transcontinental flyer travelling at 60 miles per hour, at a level crossing on a farm road off the Merivale road at noon Tuesday, Albert J. Beckett, 58-year-old farm laborer, was instantly killed.

The body of Mr. Beckett was recovered 1,200 feet along the right-of-way from the crossing, which is located a short distance from the farm house of T. E.

Nesbitt on the Merivale road

Inquest Adjourned.

Dr. J.S. Nelson, coroner, was called and ordered the body removed to Hulse and Playfair, Limited, 313 McLeod street. An inquest was opened and adjourned to Friday, January 3 at the County Court House.

After the sleigh was struck, the whiffle tree of the sleigh snapped where it joined the vehicle and the horses returned to the farm. This gave Mrs. Nesbitt the first indication that an accident had occurred.

In the meantime three section men who had been working at Federal station saw the train had pulled to a stop and went up the right-of-way to investigate. The men were James McLean, foreman, Raymond Verney and Charles Giroux.

Finding there had been a fatality, the men notified the Ontario Police. The train proceeded to Montreal.

Cap Over His Ears.

Mr. Nesbitt told The Journal. Mr. Beckett had been driving a load of manure from the barn to a field across the railway track every day since he came to the farm two months ago. He could not understand how he failed to hear the bell of the train and said it might have been due to the fact that the farmhand always kept his cap pulled down over his ears.

Montebello Man's Death Accidental, Verdict of Jury

BUCKINGHAM, Dec. 26 (Special) A verdict of accidental death was returned today by a coroner's jury called to investigate the death of Vianney Bertrand, 22-year-old taxi driver of Montebello. Mr. Bertrand was fatally injured when the car which he was driving was struck by an east-bound C.P.R. freight train at a level crossing between Montebello and Papineauville on Tuesday.

The inquest, presided over by Dr. W. J. Costello of Buckingham, was held at Papineauville. Six witnesses were called, the chief of whom was George B. Parker, Ottawa, engineer of the train.

Mr. Parker testified that he saw the car approaching the crossing at a moderate rate of speed and was under the impression that it would stop. However, seeing that it was not going to, he applied the brakes but the engine struck the car, carrying it 500 feet along the right of way before coming to a stop.

It was necessary to back the engine to release the car and as it was impossible to gain access to the interior of the automobile, a cable was strung between the car door and the engine which again backed up and sprung the door. Bertrand was removed from the car and placed on the train but died a short time after arrival at Papineauville.

The other witnesses included the fireman of the train, Charles N. Cole, Ottawa; Euclide Barnes, Papineauville, Elzear Frappier, Papineauville; Guy St. Denis and Morris Leblanc.
