

Local Railway Items from Area Papers - 1941

10/01/1941 Ottawa Citizen

New York Central

Ottawa, Mann Avenue

An eight coach train drew out of the New York Central station at Nicholas street and Mann avenue late yesterday afternoon carrying 550 youths to Cornwall where they will receive their first taste of army life.

The young men were for the most part 23-year-olds answering the call to the third training camp to be summoned under the national Resources Mobilization Act. Several were farm youths from such district towns as Alfred, Bourget, Pendleton and Rockland, who, rather than be absent from spring plowing, chose to accompany the 23-year-olds to camp.

Scheduled to depart at 4.45 p.m., the train was delayed by two youths who had gone to the Union station by mistake. They phoned, explained their error, and the train was held ten minutes to allow them to catch it - -

Three dead, six injured.

Fast moving freight jumps tracks, plows into passenger train

Inkerman, 40 Miles South of Ottawa, Scene of Worst Railway Disaster in District in Years. Two Smiths Falls Railwaymen and South Mountain Section

Foreman Killed While Six Other Men Injured. Freight Cars Fled High in Mass of Wreckage. Some War Materials Carried in Cars Are Damaged.

Three railwaymen were killed and six other men injured early last night in a spectacular collision between a freight train and a passenger train on the C.P.R. line at Inkerman, Ont., 40 miles south of Ottawa. It was the worst railway disaster to occur in the district in many years.

Engine Bowled Over.

Widespread destruction was caused when the fast-travelling C.P.R. freight train jumped the tracks and crashed into the passenger train engine knocking it over on its side right into the Inkerman station doorway. Upwards of 20 freight cars left the tracks and piled up in a huge mass of wreckage, thirty feet high at places. Some war materials were included in the articles earned in the freight cars and were badly damaged.

The Dead are:

F. Plate, engineer, Smiths Falls

W. Plunkett, fireman, Smiths Falls.

W. Maxwell, section foreman, South Mountain.

The Injured.

E. Tennett, station agent, Inkerman, a patient in the Civic Hospital, suffering from painful burns; H. Guppy, conductor on the passenger train, Smiths Falls, head injuries; H. Slack, mail clerk, Smiths Falls two broken ribs; Asa Hants, section hand and mailman, Inkerman, injured back; C. Riley, trainman on the passenger train, Perth, head injuries; D. MacDonald, transient, Montreal, head and left leg injuries.

Crushed to Death.

Two members of the passenger train crew. Engineer Fred Plate and Fireman Wallace Plunkett were crushed and scalded to death in their engine cabin.

William Maxwell of South Mountain, C.P.R. section foreman, who was in the Inkerman station when the engine turned over on its side in the station doorway, died at 1.15 am. today in the Civic Hospital. He was badly scalded by steam escaping from the engine.

Civic Hospital authorities said that the condition of Edward Pennett, Inkerman station agent, who was in the station with Mr. Maxwell, as serious, but not critical. He suffered severe scalds to his face and hands, and was cut about the right arm,

The freight train was an extra travelling from Smiths Falls to Montreal while the passenger train, known as the Perth local, was on its way from Montreal to Perth and Smiths Falls. There were about 25 persons on the passenger train, most of them from the Perth and Smiths Falls district. The passengers suffered from the terrific shock but escaped uninjured.

Broken Axle Blamed.

A broken axle is believed to have been responsible for the accident. Railway officials announced that full investigation will be conducted immediately to determine the cause of the derailment. The bodies of the two dead railwaymen were extricated from the wreckage and taken to the Lorne Atmstrong funeral home at South Mountain where Dr. T. A. Hamilton of Brinston, district coroner, opened an inquest today.

Making Scheduled Stop.

The passenger train was about to make its scheduled stop at the Inkerman station at 7.30 p.m., D.S.T., and was pulling slowly into the station when it was struck by the speeding freight train. About half of the freight train of 66 cars had already passed the station when a journal broke on one of the cars. The freight car broke loose from the front part of the train and jumped the tracks into the westbound passenger train.

The engine of the passenger train, which was directly opposite the station at the time, received the full force of the blow. It was turned over on its side, the smoke stack poking through the main station door. Dense clouds of steam from the engine boiler as it burst filled the station and enveloped the station master and section foreman who were both inside. They were able to make an exit through a window at the rear. They suffered painful burns and were later taken to the Ottawa Civic Hospital.

Smashed Like Matchwood.

Hurling freight cars telescoped into the car which left the track and piled into a huge heap of wreckage 30 feet high. Some of the box cars splintered like matchwood while others were thrown against the station, freight sheds and storehouses. Most of the cars piled up into the storehouses on the south side of track, opposite the station, and twelve tons of grain which was stored in the granary was scattered in all directions.

Tracks Torn 300 Feet.

Railway tracks were torn over 300 feet and in several instances the massive train wheels were twisted by the force of the impact. It will be at least another day before the right-of-way is cleared and the track replaced. Meanwhile, passenger trains from Montreal to Smiths Falls will be routed via Ottawa and Bedell, it was announced last night.

Auxiliary trains were ordered from Montreal and Smiths Falls and Superintendent W. C. Beck, Smiths Falls, was in charge of the wrecking crew.

Only the engine and tender of the passenger train left the track but the baggage car was partly demolished. A relief engine was sent to the scene and the undamaged passenger cars were taken to Winchester. The passengers were later taken by automobile to Mountain and continued their journey on a relief train.

The crew of the passenger train. No. 29, en route from Montreal to Perth, was: Engineer F. Plato, Smiths Falls; fireman, W. Plunkett, Smiths Falls; conductor, H. Guppy, Smiths Falls; baggageman, T. Gorman, Perth; trainman, C. Riley, Perth; express messenger, F. O. Forrester, Perth; mail clerk, H. Slack, Smiths Falls. The eastbound freight train, which was an extra, No. 2804, from Smiths Falls to Montreal, had as engineer, R. Allport; fireman, H. Code; conductor, E. Crate; trainman, H. Merkley, and in charge of the freight, S. Shook. All are of Smiths Falls. There were 66 freight cars in the train.

Dr. C. J. Locke, of Winchester, was on the scene shortly after the crash and assisted in giving first aid to the injured.

Heard the Crash.

Donald Burleigh, employed at the Suffel farm, which is situated about 200 yards from the spot where the accident occurred, heard the crash.

"It must have been about 7.30 (D.S.T.)." Mr. Burleigh told The Citizen. "There was a terrific crash. I rushed over to the station, but all I could see for a minute was dense clouds of steam and dust. As I got closer I saw that the engine of the local (the passenger train) had fallen on its side into the station.

Badly Burned.

"Ed Pennett, the station caretaker, and Bill Maxwell, section boss, climbed from the back window of the station. They were pretty badly burned from the steam which filled the station, but were able to get out unaided. Wood from the smashed cars was all over the place. It sure was a mess."

Thrown to Ground.

The mail clerk, H. Slack, was standing in the open door of the mail car on the passenger train which had almost come to a stop. The force of the impact threw him to the ground, where he was showered with debris. He was taken to the home of C. Van Allen at Inkerman and treated by Dr. J. Logan, Smiths Falls. C.P.R. doctor, where it was found that he was suffering from two broken ribs.

A Montreal salesman, H. Covens, who was at Mountain when he heard of the crash, drove the postmaster, Mr. Van Allen, to the scene. They removed the mail from the baggage car and took it to Mountain station. Mr. Covens also drove Mr. Slack to Inkerman.

The front part of the freight train which continued on down the track after the latter part of the train broke away, was able to proceed on its way with the cars that did not leave the track. Crew members who were on the caboose at the rear of the train had a narrow escape. Although their car did not jump the track along with the other freight cars ahead, they were thrown about the inside of the caboose like dolls as the cars ahead rolled off the track, telescoped and splintered. The foremost part of the freight train was brought to a halt by automatic brakes after the latter part broke away.

Among the Injured.

Three members of the crew of the passenger train were slightly injured. Conductor H. Guppy of Smiths Falls, was thrown against a seat, and suffered head injuries. Trainman C. Riley, of Perth, who was standing on the steps of one of the coaches ready to descend to the station platform when the train came to a halt, had a remarkable escape from serious injury. He was thrown violently to the platform and escaped with only a bruise on his left eye. H. Slack, also of Smiths Falls, a mail clerk, suffered two broken ribs when he was catapulted out of the baggage car door, landing on some of the mail sacks, which partially broke his

fail. Some of the debris, however, showered down upon him.

Asa Hanes, mail man and section man of Inkerman, suffered a painfully bruised back when stones struck him as they were thrown from beneath the grinding wheels, of the derailed freight train. Hanes was walking along the station platform when the crash took place and, warned by the flying stones as they hit his back, he ran from danger and escaped further injury.

One of the most fortunate men on the passenger train was 50-year-old Dan A. MacDonald, Montreal transient, who boarded the passenger train tender at Chesterville about 10 miles east of Inkerman station.

He was sitting on the tender when it was slammed by the rocketing freight cars. The tender rolled over on its side, and MacDonald was able to climb to safety over a shed near the station as the spurting steam shot out of the passenger engine boiler. He escaped with head bruises and a possible fracture of the left leg. Civic Hospital authorities stated this morning that the late Mr. Maxwell suffered severe scalds from the steam which enveloped him and Mr. Pennett in the railway station. Pennett, in addition to scalding, also suffered cuts to his arms. His condition is not considered critical.

George SufTel, Inkerman farmer who, with his father and mother, Mr. and Mrs. R. A. Suffel. and sisters, was milking in the barn just outside their farm home near the railroad station, said he saw the first part of the freight train pass the barn door, and then he noticed sparks flying from the rails.

"Immediately after, the freight cars began to pile up, one on top of the other, and they telescoped to a height of 30 feet after striking the passenger engine. Other cars struck our store houses in which were housed 12 tons of grain, end the passenger engine was forced off the tracks into the station.

"Dad and I and the hired man ran for the station and assisted Stationmaster Pennett and Section Foreman Maxwell, who were by then climbing out of windows. Pennett told me he was sitting at his desk going over the books when the engine struck the building.

"We. helped Mr. Pennett and Mr. Maxwell to the house, and then took the former to Dr. II. S. Gross and the latter to Dr. J. J. McKendry at Winchester for medical attention."

Mr. Suffel stated the passenger train was just pulling into the station to stop and unload milk cans and mail, when one of the cars about half-way along the freight train jumped the tracks near the crossing and the cars behind began to telescope on both the north and south tracks.

"One of the freight cars struck the passenger engine, while the front part of the freight train carried on down the track before being brought to a halt , by its automatic brakes."

Mr. and Mrs. R. A. Suffel did not see the actual crash between the two trains but saw the freight cars piling on top of each other.

R. A. Suffel stated it was one of the worst train accidents he had ever witnessed. He and his family did splendid work in aiding the quick transportation . of Mr. Pennett and Mr. Maxwell to doctors, and also did a Herculean effort on behalf of the passengers, who congregated in their home for a short time before being taken to Mountain by taxi, where a relief train carried them on to Smiths Falls.

Transient's Close Call.

Others who found warmth and comfort in the Suffel farm home after the crash was Dan A. MacDonald, 50-year-old transient of Montreal, who had a miraculous escape from death. MacDonald was riding on the tender of the passenger train just behind the engine in which Trainmen Plate and Plunkett lost their lives.

In an interview with The Citizen, MacDonald, who received bruises to the head, and a possible fracture of the left leg. stated he boarded tin tender at Chesterville which is about 10 miles from the Inkerman station, and was trying to get to Smiths Falls, where he hoped to get a job with the Hydro-Electric,

"I was sitting on the tender when it suddenly slammed up beside the freight train. It began to fall toward the station, and I heard the roar of steam from the passenger train boilers a short distance ahead. I was afraid of being scalded, and I was able to pull myself with some difficulty onto the top part of the tender as it lay on its side.

"As I climbed to safety over the shed near the station, I heard the boiler of the engine blowing something awful."

Asked by The Citizen if he had noticed the engineer or the fireman of the passenger train as he scrambled to safety, MacDonald said that he did not. He said he felt lucky to be alive after such a terrible impact.

MacDonald declared he was only in Chesterville for two hours before he boarded the train, and that he had spent the week-end in Oxford Mills with some friends. He received medical attention from doctors who were on the scene, and later was taken to Winchester, where he is being kept under observation.

More

29/04/1941 Ottawa Citizen Renfrew

The depot pipe band of the Cameron Highlanders stood in a circle under a dim railway yard lamp at the Isabella street siding last night, filling the warm air with the shrill strains of "Will Ye No Come Back Again." and two long troop trains, an hour apart, pulled away loaded with men of the 1sr Midland Reginemt, bound for Eastern Canada.

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03/05/1941 Ottawa Journal Alexandria Hurdman

Engine Goes Off Track Toronto Train Late

Passengers on the Toronto-Ottawa pool scheduled to arrive in Ottawa at 7.10 standard time this morning were delayed when one of the wheels of the pony truck of the engine went off the track at Hurdman's just out side the city, resulting in a minor derailment. The wheel was one of the very small wheels at the front of the engine directly under the cow-catcher.

At the time, the train was travelling very slowly and the majority of passengers were not even aware of the mishap. Together with their baggage they were conveyed to the city by buses.

Auxiliary equipment was despatched from Union Station and is lifting the engine back on the tracks. Railway authorities said no damage resulted from the accident.

10/05/1941 Ottawa Citizen Renfrew Carp

Youth arraigned after train tide, tow truck theft.

An attempt to obtain a ride on a slowly moving freight train in the West End of the city recently resulted in a 15-year-old youth appearing in juvenile court yesterday afternoon on a charge of stealing a tow truck.

The youth told Judge J.F. McKinley that he jumped into a box car for a short ride, but the train gathered speed so quickly that he was unable to leave the freight train until it stopped at Carp.

Faced with a long walk back to Ottawa, the youth entered a yard and started up an old tow truck, which he drove to the highway. However, the tow truck stalled just as he left the yard and an attendant caught him. The charge was laid by Provincial Constable George Nault.

Judge McKinley placed the boy on probation.

02/06/1941 Ottawa Citizen Kingston (CN) Moulinette

Gordon Murphy,65-year-old Moulinette farmer, was instantly killed at noon today while driving a land roller across the level crossing at Mouinette, about six miles west of Cornwall. Murphy was on his way to his farm when the roller was struck by a westbound way freight. He was sitting on the seat, driving the team, and was hurled several feet when the engine struck the roller. The train was said to be going at a moderate pace at the time. Murphy's head was badly crushed and one leg was severed. He was dead when picked up. One of the horses was killed. It is not yet known whether Coroner Stewart will hold an inquest. Murphy was a married man and leaves his widow and a grown-up family.

02/07/1941 Ottawa Citizen Renfrew Graham Bay

George Raverty, 260 Laurier avenue east, escaped with body bruises and a severe shaking up when the heavy truck he was driving was in collision with a Canadian National Railways freight train at Graham Bay crossing near Britannia Heights, about 8.30 yesterday morning. He is in the Civic Hospital. Raverty, in charge a truck owned by Charles Burnside, 1009, Wellington street, was proceeding west on No. 15 highway, when the collision occurred. The truck, loaded with sand, was completely demolished.

02/08/1941 Ottawa Journal Ottawa Electric

Tram Jumps Tracks Snarling Traffic

Twelve street cars were held up and traffic tangled for 20 minutes along Connaught Square when the rear wheels of a west-bound street car, turning up the Sparks street side of the switch near the National War Memorial left the tracks at 11.30 p.m Friday. Employees of the Ottawa Electric Railway were not long in getting the car back on the tracks. The derailment was caused when the switch had opened after the front wheels had crossed it, sending the rear wheels along the Queen street tracks.

23/09/1941 Ottawa Citizen Winchester Smiths Falls

Perth trainman's death accidental

Smiths Falls, Sept 23.

Cleveland Riley, 42-year-old Perth brakeman who was instantly killed in a railway mishap here a week ago came to his death as the result of an accident with no blame attached to any party, a coroner's jury decided at an inquest held here tonight with Coroner Dr. H.A. Whitcomb presiding.

There were no actual witnesses to the accident. Riley was employed as front end brakeman on eastbound freight train No. 902 which was being made up in the yard.

Engineer Joseph Andre, Smiths Falls, said the deceased had thrown a switch and then given the "highball" to proceed. He knew nothing of the accident until some moments later when a yard fireman told him of Riley's death.

Ralph Barker, yard fireman, said he saw Riley throw the switch and walk towards the locomotive. When it had passed he saw the man lying on the track and had shouted to other railroaders.

29/09/1941 Ottawa Citizen Westport Forfar

Brockville Sept. 28. The C.N.R. station at Forfar, Leeds county, was destroyed by fire early on Saturday, the occupants being barely able to escape in night attire. The cause of the fire is unknown and the agent carried no insurance on his property.

02/12/1941 Ottawa Journal Sussex Street

Locomotive jumps track on curve

Engineer F. L. Burroughs instantly killed; fireman scalded

One man was killed, 14 were admitted to hospitals, and 15 other persons suffered minor injuries in a train wreck at Hurdman's bridge at 7. 10 a.m. daylight saving time today.

The wrecked train was one of the overnight pool trains from Toronto. The engineer F. L. Burrows, of Smiths Falls, was killed instantly when the locomotive jumped the tracks on a sharp curve, leaped a 10- foot deep ditch and came to rest on its side on a crossing set of rails.

The sealed express car, immediately behind the tender, was sheared through the center as it ripped itself through the engine. A day-coach, in which 40 persons were riding, followed the express car from the rails and dropped on its side.

Two sleeping cars, to the rear of the day coach, were derailed, but not overturned. Majority of the Pullman passengers were asleep at the time and were jolted from their beds.

The engineer was pinned beneath the wreckage of the locomotive and it was not until early afternoon that his body could be extricated by crews of wrecking trains, which hurried to the scene. Steam which escaped from the wisted wreckage of the boilers resulted in the fireman, C. J. Leclair, of Smiths Falls, receiving serious scalds.

Practically all the other injured were occupants of the day coach, although a few were in the first two sleeping cars which left the rails.

Cab catches on fire.

The crash was followed by fire in the locomotive cab and the wreckage of the express car. The blaze was extinguished in quick order.

The scene of the crash was 100 yards north of the CPR Hurdman's Bridge switch tower. The train had just passed the tower and the locomotive left the rails just before it was to cross another set of tracks on a curve sweeping to the west and leading to a railway bridge across the Rideau river.

The engine, leaping 40 feet across the ditch, piled upon another C.P.R. line, which runs east and west. The other set of north-south tracks on the siding line were ripped up by the careening express and Pullman cars. Some sections of track were hurled 50 feet.

The shattered express car rode up over the locomotive and a section of it hung suspended in the air after the crash. Since it was a "sealed" express car, no one was riding in it.

The sole day coach turned over on its side as it followed the express car and all occupants were tossed from their seats. There was much confusion for a few minutes as they struggled to escape from the wreckage through the shattered Windows.

Narrow Escape.

Practically all the occupants of the day coach, including a number of soldiers and sailors on furlough, were awake at the time, but a few were asleep in their seats. All were thrown to the aisles and up against other passengers.

Four soldiers sleeping on the seats in the smoking compartment of the coach, said they owe their lives to the fact that mud and water from the ditch was forced in the windows when their part of the car sank into the ditch. They had been thrown against the windows and would have been gashed by the glass had it not been for the blanket of mud.

Porter's in the sleeping cars said some of their passengers complained bitterly about the "rough shunting" after being shaken from their beds. George Pryor, one of the porters, said he was sitting at the front of the car, preparatory to awakening his passengers, when the crash occurred. When he felt the jolt he tried to get up, but the front end of the car nosed down into the ditch and he was unable to move for a few moments.

Railway statement.

The following statement was issued by W. C. Beck, C.P.R.. Superintendent at Smiths Falls,

At approximately 6:22 a.m. today passenger train on route from Toronto to Ottawa had the engine, express car and three cars containing coach and sleeping car passengers derailed at Hurdman, 1.3 miles from Ottawa Union Station. This was the first section of the pool train running between Toronto and Ottawa. It consisted of C.P.R. Engine 2623, express car, coach and seven sleeping cars, and was in charge of conductor H. French and engineer F. Burroughs, of Smiths Falls. The accident resulted in fatal injuries to engineer Burroughs.

Passengers were conveyed from the scene of the accident to their destinations by automobiles.

Medical assistance was immediately dispatched to Hurdman, where those requiring it received attention.

Emergency equipment was sent to the scene from Ottawa and Smiths Falls, and it is expected that the line will be cleared for movement of trains late this afternoon,

The cause of the derailment has not yet been ascertained. Investigation into the cause is being conducted.

02/12/1941 Ottawa Journal Sussex Street Hurdman

Slept through Trainwreck

One of the passengers on the wrecked train is apparently a very sound sleeper. When the crash came he slumbered on. Waking up he saw that his compartment was canted. Going into the washroom he noticed that a glass was broken. It was also very cold.

03/12/1941 *Ottawa Citizen*

Sussex Street

Hurdman

Searchlights on the operator's cabin of a travelling crane and headlamps from several yard engines beat against gray walls of the heaviest fog to blanket the Ottawa area in some time last night as 100 members of a wrecking crew strove to remove the last of the wreckage of pool passenger train 32 which derailed on a curve at Hurdman's Station at 7.30 yesterday morning.

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<http://news.google.ca/newspapers?id=QfcuAAAAIABAJ&sjid=s9sFAAAAIBAJ&pg=2040,623392&dq=hurdman+railway+accident&hl=en>

03/12/1941 *Ottawa Citizen*

Sussex Street

Hurdman Train Wreck Cause Not Determined

Railway crewman toil through foggy night to clear debris from Main lines. Engineer Frank Burrows Met death on first run over new pool route.

Searchlights on the operators cabin of a traveling crane and headlamps from several yard engines beat against the grey walls of the heaviest fog to blanket the Ottawa area in some time last night as 100 members of a wrecking crew strove to remove the last of the wreckage of pool passenger train 32 which derailed on a curve at Hurdman station at 7:30 yesterday morning. The accident took the life of engineer Frank Burrows of Smith Falls and injured 30 others, including fireman C.J. Leclair. It was engineer Burroughs' first run on this stretch of line from Smith Falls to Ottawa.

Inquiry not completed.

Although the theory had been unofficially advanced that the icy condition of the rails, the speed of the train and the position at which the front trucks hit the sharp curve combined to cause the wreck, W C. Beck of Smiths Falls, general superintendent, said no official reason could be given until railway investigations are complete.

At the scene of the wreck last night, Mr. Beck who with other company officials had been on the job all day, said, "There is nothing to be said until we complete our investigation." Mr. Beck said the main line was cleared of wreckage and in use by 4:30 yesterday afternoon and the other line, Toronto to Montreal, was ready for trains from Toronto at an early hour this morning. Crewmen were brought from Smiths Falls to help clear the lines.

Motorists on scene.

When they heaved and lifted on rail sections, to repair the torn roadbed, dozens of motorists, risking a dangerous drive on slippery roads through the fog, visited the scene. The big crane struggled at the task of lifting the battered remains of the heavy locomotive and heaving its damaged string of coaches back off the tracks out of the way. Spectators were kept well back from the scene of the accident by RCMP officers and railroad police. RCMP constables, usually engaged in patrolling the Driveway, will utilized for guard duty during the night.

Inquest opened.

At 5 p.m., approximately 4 hours after his crushed body had been removed from under the overturned locomotive, an inquest was opened at the George H. Rogers funeral establishment into the death of engineer Burrows. Dr. W.T. Shirreff, chief coroner, ordered an adjournment until Tuesday, December 9th, at 8 o'clock in the county courthouse here.

The body was taken to Smiths Falls in the motor hearse of J.J. Marsh, Smith Falls funeral director. Burial will be at Smiths Falls.

Some minor delay was caused in freight and passenger service on CN and CP lines during the day, officials said. Rail traffic was diverted to optional lines, close to the scene of the wreck where there is double track and through Ottawa West. Numbers of passenger trains reached and left Ottawa on tracks adjoining those on which the wreckage lay and passengers could see the giant locomotive lying on its side, the damaged coaches piled behind and above it in a shapeless mass.

22/12/1941 *Ottawa Citizen*

Renfrew

C.N. Building Damaged in Catherine street fire.

Possibly caused by overheated stovepipes, fire practically destroyed the eastern end of the car foreman's office building in the Canadian National Railway yards on Catherine street, just west of the foot of Elgin street, at nine o'clock Sunday morning.

Firemen under Chief J.J. O'Kelly battled the blaze for some hours in sub-zero weather, a few of them getting their ears and noses frostbitten.

John A. Rogers, C.N.R. superintendent, was also on the scene. He said the building was a very old frame place, which had been reconstructed to serve as a car department office and stores for repairs to cars,

The actual fire damage was confined to the upper storey of the eastern end of the building which part was vacant. The office beneath suffered heavy water and smoke damage.

22/12/1941 *Ottawa Journal*

Renfrew

Elgin Street

Fire partly burns old rail station.

The first Canada Atlantic Railway station built in Ottawa situated on Catherine Street between Elgin and Metcalfe Streets was almost destroyed by fire at nine o'clock Sunday morning. Damage was estimated at \$1,500.

The building, now used by the C.N.R. as a storage place for repair parts for its rolling stock, and also as a registering office for freights, is a large frame structure more than half a century old. The blaze started in the roof, caused by overheated stove pipes.

The roof was destroyed and the Ottawa Fire Department put out the flames after some difficulty.

27/12/1941 *Ottawa Journal*

Belleville

Tweed

C.P.R. STATION BURNS

Tweed, Int., Dec 27. - Fire broke out at the Canadian Pacific Railway station at Tweed today and it was feared the building would be a total loss. Damage would be about \$7,5000 if the station was destroyed, Tweed fire brigade is fighting the outbreak which is believed caused by overheated pipes.

29/12/1941 *Ottawa Journal*

Ottawa Terminal

Sir Winston Churchill arrives in Ottawa by special train. It backed into track three. He travelled in a special Pennsylvania Railroad car.