

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 -

01/04/1941 Ottawa Citizen

Winchester

Inkerman

http://news.google.ca/newspapers?id=U_cuAAAAIBAJ&sjid=2tsFAAAAIBAJ&pg=6447,93847&dq=railway+railroad+train+cpr&hl=en

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 1st Midland Regiment, 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 outside 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, Weligton 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 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.

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.eEngine 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.

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=QfcuAAAIBAJ&sjid=s9sFAAAAIBAJ&pg=2040,623392&dq=hurdman+railway+accident&hl=en>

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.

Ottawa Citizen - same date

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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.