

Local Railway Items from Area Papers - 1942

05/01/1942 Ottawa Journal

Carleton Place

Churchill Avenue

Not one of nine passengers of motor car saw or heard locomotive approaching.

Pounding out of a snow storm and darkness, a CPR passenger train plowed through a crowded motor car stalled on the Churchill avenue (Main street) level crossing in Westboro, at 4.15 Sunday, and took a toll of six dead and two seriously injured. It was a tragic climax to happy family party. The ninth occupant of the car miraculously escaped with only a scratched hand.

The tragedy struck as the sequel to a Good Samaritan act by the driver of the death car. He had stalled across the rails while giving another car a helping helping push. The automobile was smashed to bits by the fast Trans-Canada passenger train as it swung into Ottawa at a 60-miles-per-hour clip.

Two Airmen Killed.

Three members of an Ottawa family were wiped out and members of three Ottawa district families lost their lives. The two Air Force sons and a daughter-in-law of Mr. and Mrs. Zephir Nadon, of 178 Russell avenue died instantly. A 27-year-old girl, Celina Bazinet; Roger Champagne, 21-year-old son of Mr. and Mrs. Noe Champagne, of Orleans, five miles east of Ottawa, and Sylvio Boyer, 31 -year-old -year-old former Timmins man, were also killed.

The one who; escaped with a scratched hand was another member of the Nadon family. Constable Maurice Nadon, 21. In hospital seriously injured are two girls, one of them an Ottawa resident, and the other a member of the Champagne family.

The automobile was southbound when it stalled on the right-of-way in the path of the onrushing eastbound train. Spewing its passengers right and left, the car was hurled through the air and landed in a gully 100 yards east of the crossing, a pile of junk.

The accident brought tragic end to the New Year's holiday for the Nadon brothers. With their leaves expiring this weekend they were out for their last evening together before returning to their posts.

The train caught the car as it straddled the crossing. In a fraction of a second automobile and occupants were strewn for a hundred yards along the right-of-way. Apparently no one saw or heard the train as it loomed up through the snow in the pre-dawn darkness. None of the passengers in the car had a chance. The locomotive, locomotive struck with a crash that was heard for blocks around, and the car literally blown apart by the impact. A twisted pile of wreckage which had been the chassis landed in a gully 100 yards east of the crossing while the other parts of the machine lay strewn along the track.

Five Die Instantly.

Five were killed almost instantly, instantly, while the sixth died half an hour after being admitted to the Ottawa Civic Hospital. Sgt. Nadon was found crumpled in the snow near the crossing. He was still breathing, but died a few minutes later as he was carried into the office of the M. N. Cummings Lumber Mill nearby. As members of the train crew, and other rescuers went to work, they uncovered other bodies and the injured along the right-of-way, right-of-way, but it was almost an hour before all the occupants of the car had been accounted for. Miss Basinet's body was found buried under the wreckage. Gilles Nadon was still alive when he was picked up along the right-of-way, but he succumbed shortly after he was rushed to hospital.

The death car was one of three which left the home of Mr. and Mrs. Maurice Renaud, Fourth avenue, Westboro, about the same time.

In the first car which was the one pushed over the tracks, were John Page, driver, John Dutrisac and two members of the Champagne family, Rudolphe and Solange, all of Orleans. The driver had difficulty starting the motor and Roger Champagne, driving his Buick 1930 sedan, offered to push Page's car. Following in the rear was J. V. H. Lavigne, of 30 Marier road, Eastview, who was accompanied by another, member of the Champagne family, Miss Yvette, of Eastview, and four or five others.

Wheels Stuck in Tracks.

Champagne's car had succeeded in pushing Page's car over the slightly raised crossing. The front wheels caught in the ice-rutted railway tracks and unable to obtain traction on the icy road with his rear wheels, the driver was powerless to move the big car. Then tragedy struck.

The third car arrived a minute or two after the crash and the train had already ground to a stop. Yvette Champagne, one of the first out of the vehicle, stumbled almost immediately upon the body of her brother, Roger.

Dazed by the shock, she could remember little of what had happened after that.

A graphic account of the tragedy was given by Constable Maurice Nadon, R.C.M.P., only occupant of the death car to escape injury.

The windows of the car were frosted, he said, and the only clear spot was on the windshield in front of the driver. It was snowing heavily.

"Nobody seemed to hear the train. After it hit us I don't remember anything except picking up the bodies. I remember staggering around in a daze but I don't remember what happened to me from the time of the crash until I found myself picking up bodies."

Gilles, he said, was still breathing when he reached him, so he carried his brother to the nearby mill office first. The others were dead when he found them.

John Mack, superintendent of the lumber yard of M.N. Cummings, which is located to the immediate north of the tracks, was among those first on the scene.

Mr. Mack, with his wife, resides in an apartment above the office not more than 20 yards from the level crossing.

Mrs. Mack was lying in bed awake when she heard the terrific crash.

Heard Train Whistle.

"I heard the whistle of the train and the sound of a racing car motor. Then there was a crash and screams of a girl. I looked out the window and I saw girl standing in the middle of the roadway screaming, 'My brother is dead', and pointing to a crumpled figure in the snow. I thought at first the man in the snow was the only one that had been killed, There was no sign of the car or any other injured, person. Then the girl began running around screaming 'the train has taken the car away.. The girl seemed to be half-crazed with grief," Mrs. Mack related.

Phoned for Ambulances.

After rousing her husband. Mrs. Mack telephoned police, ambulances and doctors. Mr. Mack began to bring the dead and dying into his apartment but as the trainmen and others began to discover bodies along the track and under the tangled debris of the automobile, he opened the office of the lumber, mill. It soon resembled an emergency hospital outpost in the battle line.

"We did not know how many there were and there was so much confusion we were unable to find out from the occupants of the other cars. So we just kept on looking", Mr. Mack said. His son, Albert Mack, found the body of Miss Bazinet under a piece of the car wreckage 100 yards down the track from the crossing. Dr. L. C. Purvis and Coroner Dr. J. S. Nelson rendered medical aid where possible in the improvised hospital and despatched the injured to the hospital in ambulances of A. I. Tubman, Westboro and! A. E. Veitch and Son, Park- Parkdale avenue at Gladstone.

An inquest opened this morning at the funeral parlors of Gauthier and Company, Limited, 259 St. Patrick street, by Dr. Nelson, coroner of Westboro.

Others Hear Crash.

The crash was heard by many residents in the area. Fred Robins who resides on Main street, some distance south of the crossing said he was awakened from a deep sleep by the noise of the impact.

"It was a terrible sight," he said. "Bodies were all over the place. Some of the girls were screaming and the injured were groaning and crying.

The train was in charge of Engineer! Charles McCurrie, of 48 Julian avenue, Ottawa, - Ottawa, Fireman George Tremblay, 7 Loretta street, and Conductor Henry Budd, 12 Elm street.

As the automobile approached the tracks from north to south it was visible for a brief instant to Fireman Tremblay from his lookout on the left side of the cab.

The fireman shouted a quick warning to the engineer and emergency brakes thrown on immediately.

The brakes were applied practically at the same time of the impact and the locomotive came to a stop about 50 yards east of the crossing.

A statement made from the office of the district superintendent of the C.P.R. said the train was "running on time" on its Vancouver to Montreal run and was

travelling 60 miles an hour. The warning whistle was sounded for the crossing. There are no wig-wag or alarm devices there. The train was delayed an hour and 22 minutes after the accident.

Occupants of the first automobile, which barely missed being demolished, were dazed from the shock of seeing their friends and members of their own family wiped out in one terrible instant. Rudolphe, Champagne and his sister, Solange, in that car, were unable to give any coherent account of what happened or what they did. Rudolphe saw the flicker of the headlight of the locomotive for an instant, then the crash came; with shocking nearness behind the car. The three in the front seat of the Champagne car were, Roger Champagne, Sgt. and Mrs. Nadon, and in the back seat were the others. Maurice Nadon was seated on the right side of the rear seat and; it was believed he was thrown out the door to safety at the impact. Borden Conley, Nepean township constable, investigated the accident,

More

30/01/1942 Ottawa Citizen Prescott

Turns down C.P.R. Bid for Line into Uplands.

An application of the Canadian Pacific Railway Company for the running of a spur line into the No. 2 Service Flying Training School at Uplands was dismissed by the Board of Transport Commissioners for Canada.

The line, which was intended to serve both her airport and the Ottawa Car and Aircraft Company, was denied on the grounds that the area is adequately served by a branch line of the C.N.R. already on the ground.

12/02/1942 Ottawa Journal Beachburg Fitzroy Harbor

Fitzroy Harbor Farmer Dies From Injuries.

Injured in a spectacular train-automobile accident at Fitzroy Harbor last Friday, Daniel McMahon, 70., well-known Fitzroy Township farmer, died in Civic Hospital Thursday evening.

Mr. McMahon was taking his son and daughter to Arnprior for dental treatment in his automobile when the accident occurred. He had turned off the highway to cross the railroad tracks near Fitzroy Harbor depot. He missed the filled-in section of the crossing and the car became stalled in the railway tracks.

Seeing a C.N.R. freight train pounding down the rails a few seconds away, he shouted to his children to get out of the car and started to do so himself.

The children, being more agile, managed to clamber out of the car to safety before their father, who was a heavy man.

The train crashed into the car split seconds after Mr. McMahon climbed from the driver's seat. The automobile, pushed, by the impact, struck him and hurled him 30 feet.

12/03/1942 Athens Reporter Westport Athens

12 March 1942 Athens Station Destroyed by Fire The station at Athens was totally destroyed by fire. The cause of the fire was not known. It was first seen at 3 am by C.L. Hartley and Garfield Gifford, who put in the alarm. This was the first bad fire in Athens since the new fire engine was purchased, and it is believed the fire could have been brought under control, except that three 40 gallon drums of gasoline exploded, shooting flames 300 feet in the air. The new engine, driven to the scene by Robert Layng, did an excellent job, however. The Athens Reporter had to be printed on scorched paper that week, as the roll of paper had arrived at the station awaiting delivery on Thursday morning, and it was saved by Harry Todd and Don Fulford, although it was starting to burn at the time. The station was a total loss.

12/03/1942 Ottawa Citizen Westport Athens

Fire at Athens

BROCKVILLE, Ont., March 12. (C.P.) Fire early today destroyed the Canadian National Railways' station and warehouse at Athens, 15 miles from here. The building was of frame construction.

Cause of the outbreak has not been determined and A. Watt, the station agent, lost considerable personal property. Some freight packages were burned also.

28/03/1942 Ottawa Citizen Renfrew

Army tradesmen, trained in civilian technical schools and, later, in the Canadian Army Trades School at Hamilton, Ont., were responsible for all the exhibits in the exhibition car pictured above. Even the picturesque backdrop and the sturdy woodworking bench were fashioned by soldier apprentices. Intricate electrical equipment - even to an electric eye counter - displayed in the car is the work of army trained men. Display panels demonstrate the fine degree of accuracy achieved by men trained as fitters. This is one of nine exhibit cars now on their way through Canada to show how the Canadian Army works. The train will be in Hull on Monday morning next and will come to Ottawa in the afternoon where it will be at Isabella street.

08/06/1942 Ottawa Citizen Carleton Place

Couple get out of auto stalled on rails in time.

Their car stalling as they were crossing the C.P.R. tracks at Main street, Britannia Village, at 9.24 a.m Sunday, Mr. and Mrs. Ernest R. MacFeeters of 158 George street escaped from the machine just before it was struck and demolished by the Pembroke local passenger train which pulled out of Union Station here at nine o'clock.

The car, straddling both rails was struck squarely in the middle of the left side by the front of the locomotive, and was carried down the track a distance of 585 feet, where the train was brought to a stop.

The train crew, composed of Herbert Whelan, 99 Charlotte street, conductor; George Bell, engineer and Richard McNally, fireman, of Ottawa, was obliged to pry the wrecked car from the front of the engine and shove it into the ditch at the side of the track before being able to proceed. The front of the locomotive received some damage.

Mr. MacFeeters said he and his wife had left their cottage at Britannia to drive into Ottawa. He was unable to say whether the electric wig-wag and bell signal on the crossing was operating at the time he approached the tracks. Just as the car got squarely across both rails, the engine, which was still cold, stalled. Looking down the tracks he could see the train approaching.

Taking no chances

"I guess if I had kept my foot on the starter I would have got across in time, but I didn't want to take that chance." Mr. MacFeeters said. He and his wife climbed from the car, leaving it there in the path of the speeding train and stood by to watch the collision.

Andrew McGregor, C.P.R. superintendent, who was early on the scene, surmised the engineer must have had his brakes set before the actual collision occurred to be able to stop within the 585 feet from the crossing. Records at the crossing showed it had been tested and found working satisfactorily shortly after eight o'clock Sunday morning, and a further test of the apparatus after the crash again showed the signal to be in good order.

Word that there had been a smash at Britannia spread rapidly throughout the city with the result that hundreds of persons visited the scene, all of whom were relieved to discover that there had been no casualties. Township Constable Borden Conley and Provincial Constable J.M. Hinchcliffe made a report on the mishap.

11/06/1942 Athens Reporter Westport

Joel McCulloch, for many years a popular conductor on the B&W Rwy died at Yarker.

15/06/1942 Ottawa Citizen Chalk River

Three Pembroke persons were killed instantly, one died nine hours late in hospital and a fifth was critically injured when an automobile in which the five were riding was struck by a train on a private crossing over the C.P.R. main line shortly after seven o'clock Saturday night.

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The evening Ottawa/Chalk River local, due here 7.02. was running a few minutes late and the front wheels of the automobile, which is said to have been driven by Andrew Johnston, were just on the track when it was struck.
The machine was hurled 60 feet and came to rest on the south side of the right-of-way.

18/07/1942 Ottawa Citizen Belleville Glen Tay

12 persons hurt in train collision in Lanark county
9 passengers, three crewmen slightly injured as freight and express crash at Glen Tay.
Nine passengers and three train crew members were injured slightly early today when a fast freight train collided with the Montreal - Toronto express at Glen Tay station in Lanark County, the Canadian Pacific Railway announced.
The C.P.R. said the cause of the collision, at 2.28 a.m., has not yet been definitely determined. The line was blocked until 6.55 a.m.
C.P.R. train No. 904, fast eastbound freight, pulling into Glen Tay at 2.28 this morning, struck passenger train No. 21, which was standing on westbound main track in front of the station," the C.P.R. said.
"Eight cars on No.904 and one coach on No. 21 were derailed. Two members of the crew of No. 904 and one member of the crew of No. 21 and nine passengers were injured, none of them seriously. The line was cleared by 6.55 this morning.
List of injured. (included F.E. Lindsay, baggageman, Toronto; M. Cousineau, fireman, Smiths Falls; J. Duffy, fireman, Smiths Falls.)
News of the derailment caused considerable excitement in Ottawa this morning. Many Ottawans were aboard the train which left Union Station here at 11 o'clock last night. The newspaper and railway offices handled many calls from friends anxious to find out whether any of the passengers had been killed or seriously injured. They were relieved to hear that only a small number of the passengers had been hurt, and these slightly.
The morning train from Toronto, due to arrive in the Capital at 7.30, was two hours late, coming in at 9.30

02/10/1942 Ottawa Journal Montreal and Ottawa Ottawa Union

Train Derailed, Entering Station
The C.P.R. morning local from Maniwaki was derailed at 8.40 today as it entered Union Station from the tunnel underneath Connaught Place. Only the locomotive left the rails and no one was injured.
The train was travelling slowly and the locomotive had just entered the opening between the tunnel and the train sheds when the mishap occurred at a switch. The train crew was able to bring the train to an almost immediate stop. The only inconvenience to train passengers was that they were forced to walk from beneath the tunnel to the station.
The derailment forced a 20-minute delay for the second section of the C.P.R.'s Vancouver-Soo train which had to enter the station by way of Hurdman's instead of the tunnel.
The track was cleared one hour after the accident and A. L. McGregor, divisional superintendent of the C.P.R. said the cause was under investigation..

03/10/1942 Brockville Recorder Brockville Brockville

Here's one for Ripley. Yesterday, the noon-hour C.P.R. train from Ottawa steamed into Brockville, whistled for the station and pulled up to the siding as proud looking as ever - but without the necessary express and passenger coaches behind. The agent on duty rushed to the engineer as the latter climbed down from the cab, enquiring as he ran what had happened to the train. The engineer, unaware of his loss, glanced over his shoulder and then took another rapid glance to make sure he was seeing right. He ran to the back of his engine, looked in all directions, climbed into the cab and steamed out of the station in reverse. He found his train quietly resting on the right-of-way about two miles from town. It had uncoupled without his becoming aware of it. They, too were at a loss to figure out what had happened. (Branchline).

15/10/1942 Ottawa Citizen Smiths Falls Billings Bridge

At 9 o'clock last night, Wednesday 14 October 1942, two CNR freight trains had a spectacular head-on collision just west of the steel trestle over the Metcalfe Road at Billings Bridge. One of the trains was transporting some forty horses for the army. At the point of impact, the two freight trains carrying the horses took a tumbling dive down the 85-foot embankment. Six crew members on the train were injured.
Paul Boisvenue, son of Mr. and Mrs. Alphonse Boisvenue, was returning home along the muddy dark road at the foot of the embankment, had to run to get out of the way of horses and big pieces of lumber that were falling around him. "I told my mother what had happened and she, together with her guests, Mrs. L. Lavigne, Mrs. H. Taillon, Miss Eva Brule and neighbours Mr. Alexis Brule and Mr. and Mrs. Edouard Brule were the first to arrive at the scene of the accident. Mistery Alexis Brule and Paul Boisvenue played a hurculean part in helping to free what horses were left alive in the overturned cars. A total of twenty horses were either killed outright or had to be destroyed after the crash.

15/10/1942 Ottawa Citizen Beachburg Bank Street

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04/11/1942 Ottawa Journal Ottawa Electric Wellington loop

OER begins construction of the Wellington loop.

11/11/1942 Ottawa Journal Alexandria Union Station

Familiar to Ottawa citizens for many years, the newsstand in the concourse of the Union station disappeared on Tuesday when Canadian National Railway officials, in an effort to speed the entrance and exit of passengers, tore it down and began construction of a door in the wall against which it stood. In recent months railtraffic has been so heavy htat station attendants have had difficulty, in avoiding traffic jams between those entering from the trains and those outbound. The new doorway will afford an exit to the platform along the west side of the concourse and will simplify matters for tisket examiners. The newsstand was established about 20 years ago, though it did not operate for some time during the depression years. After the outbreak of war, when rail business increased again, it was put into service again by the Canadian Railway News Service.

New gate at Station Will Relieve Crush

At Union station owing to increased traffic and congestion at the gateways to and from the tracks, it has been found necessary to provide an additional gateway on the west side of the concourse leading to tracks 1 and 2. Officials say that of late it has been almost impossible to regulate traffic through the present gateways, especially from evening trains. Construction of the new gateway is proceeding.

11/12/1942 *Ottawa Citizen**Lachute**Hull*

Driver loses life, companion injured in crossing crash.

Injured late yesterday afternoon when the car he was driving was struck by a train on an Aylmer road level crossing, Ernest Dack, 43 years of age, of Easton's Corners, died shortly after one o'clock this morning in the Sacred Heart hospital, Hull.

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Dack was one of two men injured when their car was struck by a slow-moving locomotive at a C.P.R. level crossing almost in front of the De Salaberry Armouries in Hull at 5.15 o'clock yesterday afternoon. Dack was driving at the time.

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According to the Hull police report, the car driven by Dack was proceeding west on the Aylmer road at a moderate rate of speed. Another car was stopped at the railway crossing and having failed to notice the wig-wag signal warning of the approach of a train Dack apparently thought that the parked car was stalled on the road. He passed it and as his car got on the tracks it was struck by the tender of the locomotive which was backing in a northerly direction.

The automobile was pushed a=sideways a distance of about ten feet before the locomotive came to a stop. It was badly wrecked, and it was with difficulty that the men were extricated from the debris. The train crew rushed to the men's aid and had them removed to the hospital in Gauthoer's ambulance.

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23/12/1942 *Ottawa Journal**Alexandria**Ottawa Union*

Install Loud Speakers at Union Station to Aid Passengers

The mechanical age made a new inroad into the life of the Capital this morning when the holiday bound travellers thronged Union Station to catch the early trains. The stentorian voice of the train caller, a feature of the station since trains were invented, was gone. Instead of the long drawn station-to-station chant of one of the employes, with his "all abo-o-o-o-ard", the throng heard their stations being blared forth from loudspeakers. The three speakers are being given a test in the Christmas rush to see whether they are more efficient than the voice of a single man who must strain his lungs to be heard above the clamour of the crowd. If they prove their worth, it is expected they will be a permanent installation.

26/12/1942 *Ottawa Journal**Maniwaki*

So heavy was the rail traffic leaving Ottawa on Thursday that for the first time in history the C.P.R. had to use C.N.R. coaches on its line to Maniwaki to accommodate the overflow of passengers.

28/12/1942 *Ottawa Journal**Chalk River**Almonte*

Full account of Almonte wreck.

28/12/1942 *Ottawa Citizen**Chalk River**Almonte*

Death toll in Almonte wreck

<http://news.google.ca/newspapers?id=eBAvAAAAIIBAJ&sjid=-tsFAAAAIBAJ&pg=4226,4761602&dq=railway+|+railroad+|+train+|+cpr+|+cpr&hl=en>

<http://news.google.ca/newspapers?id=eBAvAAAAIIBAJ&sjid=-tsFAAAAIBAJ&pg=4144,4866288&dq=railway+|+railroad+|+train+|+cpr+|+cpr&hl=en>