

# Local Railway Items from Area Papers - 1946

*13/02/1946   Ottawa Citizen   Hull Electric   Ottawa*

Emmett Milloy, 32, of Connaught Gardens, Aylmer, an employe of The Citizen's stereotype department, for the past several years, was fatally injured, shortly after nine o'clock last evening, when he was crushed beneath the wheels of a street car at the Ottawa terminal of the Hull Electric Railway beneath the Plaza. His death occurred at the General hospital three hours after he had been admitted.

Despite a detailed investigation of the scene of the accident by Constable D.J. Moynahan of the Ottawa police department and street railway officials, it couldn't be learned how the man could have been struck by the car without being seen by the operator. It was thought, however, that he had slipped from the platform after alighting from the car, struck his head on a projection and had fallen unconscious across the tracks.

A. Richer, 73 Berry street, Wrightville, told Constable Moynahan and Inspector William Lamonthé of the Hull Electric Railway, that he had stopped his street car at the Ottawa terminal and had waited until all his passengers were off before continuing around the loop to return to Hull. He said that shortly after he started up his car he felt a "heavy bump" which caused him to stop once again. He reported that he searched the tracks at the front and rear ends of the car and on both sides but saw nothing.

A second street car, operated by J. Chef of Hull, which pulled into the terminal a few minutes after the first car, came to a stop a few feet past the spot where Ottawa-bound passengers usually alight when the operator saw the man lying between the rails. Inspector Lamonthé was immediately notified and Gauthier's ambulance was called.

--

*11/03/1946   Ottawa Citizen   Hull Electric   Ottawa Union*

Hull Electric Tram Goes off Tracks Blocking Traffic.

Some Hull Electric Railway street cars travelled backwards for more than two hours this morning after one was derailed and blocked the loop of the Ottawa terminal under the Plaza. No one was injured.

The accident occurred when the tram, empty save for the motorman, was negotiating the loop which brings the car to the east platform where Hull-bound passengers enter.

Passengers walk.

Besides interrupting tram services to Hull, Wrightville and Aylmer, the derailment prevented the Gatineau and Pontiac trains from entering the Union Station.

They drew up outside the terminal to allow passengers to alight. Mail was picked up by post office employes and carried along the tracks and through the station to the postal terminal.

While the employes of the Hull company, assisted by Canadian Pacific Railway repairmen, worked to get the front truck of the street car back on the rails, an auxiliary service was instituted to carry passengers to Hull. Two street cars were used. Since they could not use the loop, they travelled in reverse across the Interprovincial bridge to the corner of Youville street and Laurier avenue. There, passengers transferred to other cars which, travelling in the usual direction carried them to their destinations.

Occurring about ten minutes past nine, the derailed car was back on the tracks shortly after eleven o'clock when service was resumed as usual.

*28/03/1946   Ottawa Citizen   Winchester   Merrickville*

Two men killed by train near Merrickville.

Struck by an eastbound CPR train this morning, Albert Martin and Ernest Janick of Merrickville, were instantly killed. The men, it was reported, had walked about a mile from the village along the tracks to visit trap lines. They were struck from the rear by the eastbound No.30 train in charge of Conductor H. Moulton and Engineer W.J. Wilson, both of Smiths Falls.

Train rerouted

A delayed train near Bedell was a contributory cause of the fatality, it was learned from Smiths Falls today.

Engine trouble delayed the train at Bedell and the east bound train was rerouted around the stalled train and sent out anog the west bound trackon which both Martin and Janick were walking.

The men, trappers, were on their way out to their traplines and evicently, did not hear the approaching train until it was too late.

*30/03/1946   Ottawa Citizen   Montreal and Ottawa   Interprovincial Bridge*

During the early 1900's, William McFall, grandfather of Gordon Alexander, an employee of the Citizen's night composing room staff, was the chief engineer on the initial run of the Ottawa-Gatineau train. The locomotive was the first to travel over the expansive Alexandra bridge which was greatly damaged by fire last night.

In 1900 Mr. McFall was also pilot engineer of the Royal Train which transported the late King George V and Queen Mary when they were the Duke and Duchess of Cornwall and York and were visiting Canada.

Mr. Alexander told how on April 11, 1911, his grandfather was on his regular run along the Gatineau River when the tracks were washed out, forcing Engineer McFall to bring his train to a halt in order to save the lives of his passengers. Despite Mr. McFall's heroic efforts to save the locomotive, the boiler exploded and as a result he was seriously injured. Two days later he succumbed to his injuries in hospital.

Mr. McFall's gallant attempt to save the train and passengers drew attention from the Governor General who presented the trainman's wife with a decoration for her husband's bravery.

30/03/1946

Ottawa Citizen

Tramway

Interprovincial Bridge

While flames at the Eddy plant were threatening the source of his livelihood and in some cases the lives of his fellow workers, Arthur Guertin, engineer in charge of the E.B. Eddy yard engine, called upon two companions and risked his life to remove from a particularly dangerous position, two tank cars filled with chlorine gas.

Manning a decrepit steam engine which is used to haul freight cars from one section of the property to the other, Engineer Guertin cautiously approached the flame swept tanks and with the aid of Frank Cain, 399 Arlington avenue, and Arthur Meunier, 37 Frontenac street, Hull, coupled the two dangerous filled cars to the tender of his engine and pulled away. They were placed in a position far removed from the reach of the flames and heat.

Citizen Interview

In an exclusive interview with a representative of the Evening Citizen, shortly before he left for his Aylmer home, Mr. Guertin said, "It was necessary to remove the two tanks to a safer part of the yard. The danger of explosives was imminent as one of the tanks had been shown to be leaking. Had they blown," he remarked, "the explosion would undoubtedly have taken the lives of all the firemen and workers within a broad radius."

Although the engineer accepted his feat of bravery as a commonplace job of work connected with his position, Mayor Raymond Brunet and director Emile Bond looked upon his act as one of the most fearless they had seen in their several years of public service.

A resident of Aylmer and a father of five children, Mr. Guertin has been employed by the company for a steady period of 19 years. He was on duty at the time of the outbreak of the fire but his action, which, according to fire and city officials, was responsible for the saving of several lives, and was on his own initiative.

NB. Emile Bond was the Fire Chief.

--

Mechanical hero of the tremendous conflagration was Eddy's minute locomotive. Its whistle shrieking stridently, the tiny engine worked ceaselessly through the night, hauling freight cars loaded with material out of the danger zone.

Picture of rails "pretzelled" and several others.

01/04/1946

Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

--

Huge Canadian Pacific locomotives hauling wrecking and bridge cranes pulled in alongside Alexandra Bridge Sunday afternoon as a check-up was begun of the fire scarred structure to determine whether or not it might be possible to put the railway section of the bridge, twisted and scarred from the "million-dollar fire" which swept the bridge and adjoining Eddy pulp stock yards, back into operation.

Tests were being made of the foundation piers and of the main girders of the structure which carries in addition to the CPR main trackage out of Ottawa, a two-track street car line, and two motor roadways and pedestrian sidewalks. Engineers expressed the hope that if the structure was not too badly damaged it might be possible to put the CPR track back into operation within the next few days.

A huge pile of glowing embers sending a spiral of heavy steam and smoke up into the sky, marked the only remainder of the stock pile of thousands of cords of pulpwood valued at several hundreds of thousands of dollars which went up in a blazing inferno which wiped out the flooring of the entire west end of the bridge, and brought huge steel conveyors crashing down all over the stock yard. Only twisted and fire-scarred wreckage remain of the once towering conveyor system once a feature of the Hull waterfront visible for miles. Blistered and fire-scarred the main mill of the company apparently escaped without serious damage.

--

Preliminary inspection of the bridge revealed the long ramp and one span on the Hull side to be twisted and buckled due to the heat of the flames. The planking of the bridge was still smouldering in some of the burned out spans. It is probable before entire repairs can be effected the damaged section of the bridge will have to be cut away and replaced. This work might take four or five months before it could be completed.

--

12/04/1946

Ottawa Journal

Alexandria

Vars

Vars. Governor's Train Breaks Down

Speedy work by a railway repair crew was responsible for the arrival of the Governor General in Ottawa on schedule this morning, in spite of a series of minor breakdowns.

"I think an all-time record for repairing a broken draw-bar was set", commented one man who travelled on the Vice-Regal train.

The train was held up first by a breakdown of a Montreal-bound train at Vars, about 18 miles east of Ottawa. To save time, the engine from the Governor General's train was put to work, putting the other train in on a siding. Then it proceeded to bring the Vice-Regal party to Ottawa.

Bad luck was still with the train, however. A draw-bar coupling broke. While all-Ottawa waited, and with the welcoming ceremonies scheduled to start shortly, a master mechanic and his crew made repairs in nine minutes flat.

The engineer then brought the train into Ottawa. "And, believe me, we were going pretty fast", said the passenger.

Earlier, hatless and wearing tweeds, Viscount Alexander took a brisk morning walk in the bright sunshine at Vars station and chatted with a group of villagers.

With a picture

Renfrew - Lucky escape says Engineer

Ottawa Crew Crawls Unhurt from Cab after 97-ton Flyer Turns Over at Renfrew.

"We were lucky to escape with our lives" said Wilson Creighton of 125 Bayswater avenue, Ottawa, engineer of the CPR's crack transcontinental train whose locomotive, tender and refrigerator car turned over in a derailment near a downtown crossing here about 1.30 this morning.

Although the engineer and fireman, J.A. Roger of 22 Barrington avenue, Ottawa, were severely shaken, they were uninjured as were the several hundred passengers aboard the westbound train which had left the station less than a minute before the accident.

No explanation

Railway officials declined to offer any explanation for the derailment but it is generally believed to have been caused by an open switch. An investigation is being made by the Canadian Pacific Railway.

Looking tired and shaken as he stood watching the wrecking crews trying to raise the locomotive from its resting place in the soft shoulder of earth beside the tracks, Engineer Creighton told his story to the Evening Citizen, more than seven hours after he had narrowly escaped death in the toppling locomotive.

He described how he had driven the train into the Lochiel street station, stopped for a few minutes to permit passengers to alight and get on, and then, after receiving the customary signal, had started the engine and begun to head out of Renfrew,

Tossed around in cab.

"We couldn't have been travelling more than eight to ten miles an hour when the engine hit the switch and began to topple. There was nothing myself or the fireman could do to help ourselves. We were really tossed around in the cab."

Mr. Creighton and Mr. Roger crawled from the left window of the cab. Fortunately no steam pipes broke when the engine flopped ponderously over, otherwise the two-man crew might have suffered the same fate which has killed so many other railroaders.

As the engine fell, it slashed a telephone pole from its position beside the tracks and part of the wood lodged in the stack of the engine.

The switch which was believed to have been left open, was manually operated and led from the main line into the siding of the Ottawa Valley Grain Products Company. If the transcontinental train had succeeded in entering the siding it would have smashed into the end of a line of boxcars which were standing on the track beside the company building.

Switch unlocked.

The accident was investigated by constables of the Renfrew police force and in a report signed by F. James Burke it is stated that "the switch was thrown open in some way and was also unlocked when he examined it."

On Page 12. with Picture. This morning's wreck at Renfrew of the CPR's Transcontinental train, in which the locomotive, tender and a baggage car were derailed, brought to an end a record of 34 accident-free years behind a throttle for Engineer Wilson Creighton, 125 Bayswater avenue.

Mr. Creighton was still standing beside his overturned engine at eight o'clock this morning about seven hours after the accident occurred. He said he became an engineer in 1912 and until the present had never been in an accident "worth mentioning."

20/05/1946 *Ottawa Citizen**Montreal and Ottawa**Interprovincial Bridge*

No smoking signs on bridge walkway.

Pedestrians using the newly opened walkway across the Alexandra bridge are urged to cooperate in eliminating the fire hazard by not smoking while on the bridge.

Canadian Pacific Railway officials are having "No Smoking" signs in English and French posted at strategic points along the bridge and earnestly request the public to abide by them, so that no further interruption to traffic such as followed the damaging conflagration of March 29 will recur.

Much of the temporary walkway is of wood construction, and lighted cigaret and cigar butts thrown upon it would constitute a definite danger.

24/05/1946 *Ottawa Citizen**Belleville**Perth*

Struck by train, Perth woman dies.

Struck by a CPR freight train at the foot of Queen street shortly after 11 o'clock this morning. Mrs. Mary Hall, 62-year-old resident of the nearby town of Fallbrook, dies of her injuries shortly after five o'clock today in hospital. An inquest will be held on Tuesday.

According to Police Chief Carson Smith of Perth who investigated, Mrs. Hall was struck by the slow moving freight train, severely injuring her hip and causing numerous internal injuries. The train came to a stop almost instantly. It is believed that Mrs. Hall was unaware of the approach of the train.

In charge of the train were Conductor Roy Britton and Engineer Pete Hanson, both of Smiths Falls.

--

29/07/1946 *Athens Reporter**Westport*

W.W. Topping, 61, died in Brockville. He was a former station agent at Delta.

22/08/1946 *Ottawa Citizen**Alexandria**Ottawa Union*

War Bride Travels on Train Driven by Father-in-Law.

Edward K. Schlieske, of 574 Chapel street, has hauled a lot of passengers behind his big Canadian National Railways engine during his years with that company but Tuesday night when he rolled his passenger train into Union Station he little realized what a precious cargo he had aboard one of the sleek cars strung out behind his engine.

Mr. Schlieske took off his gloves, stepped out of the cab and strode into the concourse. Just inside the gates a group of relatives and friends were greeting war brides and children who had arrived on the CNR train the engineer had brought in. Station Master Oswald P. George stepped up to him and remarked

"You brought in your daughter-in-law on this run, eh?"

"No," replied Mr. Schlieske, "she came in on Number 1."

"Oh no she didn't, she came in on your train," said another voice at his elbow. "meet my wife. Dad!" chuckled his son.

"Well, I'll be darned!" laughed the engineer.

Jupiter is a mean enough menace when he's sober but when he gets a quart of moonshine liquor in his evening meal of bran and oats he's a hell-raiser of horrendous proportions.

Some joker slipped the firewater in the feed of Bill Runsdale's problem goat and set off to whip his weight in atom bombs. Before he was through he'd created enough chaos to tie up services on the Canadian Pacific Railway line that runs through this village about 20 miles north-west of Kingston and to give section men and bystanders a thoroughly obnoxious 15 minutes.

The sectionmen were just returning from their day's work when Jupiter came weaving up the right-of-way and charged their jigger car, head down. They leaped, just before the crash, and took to a nearby tree. The jigger rolled into a ditch.

Proceeding on his erratic, aromatic course, Jupiter reached the depot shortly after the Kingston train pulled in. The baggage man was unloading parcels as Jupiter hove in view and charged. The man lit out for the door, Jupiter timed his lunge prettily, and the victim took off on what observers termed the finest non-competitive high jump ever seen in these parts.

The conductor felt his turn coming and started for the coach steps. But the conductor is a portly fellow, affording a target a goat of Jupiter's skill could not miss. Up the steps, across the platform, and out the other side went the conductor, off schedule.

Jupiter next went for the engineer but that resourceful worthy drove him back with a jet of steam and while Jupiter was mulling over such an unsportsmanlike trick the stationmaster managed to slip a hook, on a long pole, under the goat's collar.

Train service was resumed a quarter of an hour late.