

# 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.

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26/02/1946

*Ottawa Journal*

*Ottawa Electric*

Loaded Tram Jumps Track

Three persons narrowly missed being struck by the rear of a street car, when it was derailed at the corner of Bank and Sparks streets about 5.30 p.m. Monday. The truck of the fully loaded tram passed through an open switch while it was turning off Sparks street, to go south along Bank. When the car was derailed, the back end swerved across Bank street and came to a stop within a few feet of a large plate glass window of Robinson Clothes Limited.

The swerving tram struck an automobile owned by H. Borobridge, 290 Clemow avenue and knocked it ahead about 15 feet. A parking sign on the west side of Bank street was also sheared off. As a result of the accident, traffic was held up for about half an hour.

An OER tow truck was despatched to the scene and made several unsuccessful attempts to replace the car on the tracks. Then another street car was brought into action and succeeded. The slightly damaged tram was then removed to the car barns.

Derailment of the tram occurred during Ottawa's busiest hour when hundreds were pouring from their offices, and drew a large crowd to the scene. Considerable excitement prevailed for a time

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 along the west bound track on which both Martin and Janick were walking.

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

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.

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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.

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.

01/04/1946

Ottawa Citizen

Montreal and Ottawa

Interprovincial Bridge

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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.

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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.

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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."

10/05/1946 *Ottawa Journal**Chalk River**Renfrew*

Engine, Baggage Car Overturn In Derailment at Renfrew

RENFREW, May 10. (Special) - Passengers and train crew of the CPR Transcontinental train westbound for Vancouver escaped injury at 1.20 o'clock this morning in a freak accident which derailed the locomotive, tender, and two baggage cars at the Lochiel street crossing.

The engine and tender and the first baggage car were thrown on their sides in the derailment and traffic along the main line was blocked for five hours while work crews toiled through the early morning hours to clear the tracks.

Cause Not Yet Known.

Continuing their investigations into the cause of the derailment, officials of the CPR stated they could give no reason for the accident.

It was suggested that a switch less than 100 feet out of the station had been left open. but there was no confirmation of this report.

The two fast eastbound CPR trains from the west, No. 2 and No. 8, were delayed at Renfrew for five hours. No. 2 train which came in at 2.30 a.m. did not get away until about 7.30 a.m., and No. 8 train about an hour and a half later.

The accident occurred 10 days after another accident when a CPR passenger train collided, with a work train at the Bonnechere Street crossing.

It was the first section of the No. 7 westbound train that became derailed, and despite the seriousness of the accident none of the train crew suffered injury.

The train had made a brief stop at the Lochiel street station to discharge and take on a few passengers. It had barely got 100 yards from the station, as it was pulling out when the accident occurred where, the highway and railway cross.

Engine Fell on Side.

The locomotive fell on its side pulling with it the tender and the first baggage car. The front trucks of the second baggage car were derailed but the car remained upright.

The train crew and baggage men leaped clear or secured handholds as the crash occurred. The remainder of the cars, all of which contained passengers, were shunted to a siding and were attached to another train within an hour.

11/05/1946 *Ottawa Journal**Chalk River**Renfrew*

Unknown Person Blamed for Open Renfrew Switch

RENFREW May 11. - CPR officials announced this morning that the derailment of their west bound Transcontinental train near the station here early yesterday morning was caused by an open switch which had been tampered with by some unknown person.

Officials said they had established the cause of the accident to be a tampered switch after intensive investigation which exonerated the train crew and CPR switching crew.

Righting Locomotive

In the meantime two large auxiliary cranes got the huge 250-ton locomotive on to an upright position and it was expected that by early this afternoon the machine would be back on the tracks.

Further investigations into the tampered switch will be carried out by CPR and Renfrew police in an effort to determine the person who opened the switch.

Officials stated that in order for the switch to be open, the padlock would have to be removed from where it secures the lever in the closed position. Switching crews locked the lever into position with the padlock so that it must have been forced open in this case.

Renfrew police stated that the padlock was unlocked when they examined it.

The switch in question is used for shunting freight cars into the siding of the Renfrew Machinery Company and Ottawa Valley Grain Products. It was determined that switching crews last operated the switch at 9 a.m. Thursday, and several trains had passed over it later in the day

Schedules Resumed.

Normal train schedules were resumed early yesterday afternoon while the work of replacing smashed ties and twisted rails continued. The main line was kept open by the building of a track around the locomotive as it lay embedded in a clay bank

General Superintendent for the Quebec district J. R. Kimpton. and Divisional Superintendent E.C. McKay, from Smiths Falls, investigated.

Thinks Heavy Freight May Have Jarred Open Renfrew Switch

RENFREW, May 12. (Special) Possibility that the open switch which caused the derailment of the CPR west-bound Transcontinental train early Friday morning may have been jolted open by a heavy freight, and not tampered with, was being investigated by police here tonight.

Police Chief Moses Greer, who is aiding in investigating the accident, said that a heavy freight passed through shortly before the passenger train and may have shaken the switch open as the lock and chain were undamaged.

Inspector George Cowan, of Ottawa, will be in Renfrew on Monday to continue his investigation into the accident.

Meanwhile, the locomotive and tender of No. 7 Trans-Canada train have been lifted back on to the track after nearly 36 hours work by a large train crew using a heavy crane from Chalk river. The locomotive and tender will be hauled to Montreal for repairs.

Thought to be the engine which hauled Their Majesties across Canada in 1939 because of a Royal Crown emblazoned on the side, the engine will be back on the run in two weeks' time after the smoke stack has been replaced and repairs made to the cow catcher, whistle, steam valves and iron railing. Parts of the coupling between the tender and engine were twisted and broken.

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.

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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.

25/09/1946 *Ottawa Journal**Ottawa Electric*

Tram Jumps Track Traffic Tied Up

Traffic on the Britannia-George loop street car line was held up for almost an hour on Tuesday when a tram carrying about 30 persons jumped the track at Harmer avenue about 6.15 p.m.

The car was travelling very slowly when the accident occurred, as it was just starting up after discharging passengers at Harmer avenue. Cause of the derailment is unknown. The car was operated by R. Young.

Repair crews were summoned and soon had the tram back on the tracks but as both the street car and the rails had to be inspected traffic was held up for a considerable time.

Passengers were accommodated however when a bus service between between Holland avenue and Britannia was started about 10 minutes after the derailment.

Two Hurt When CPR Coaches On Express Derailed Near Ottawa

Two persons were seriously injured when the rear three coaches of a packed CPR Trans-Canada express jumped the rails three miles east of Caledonia Springs at 9.20 p.m. Saturday.

Caledonia Springs is 48 miles east of Ottawa.

Westbound out of Montreal, the train was made up of engine, baggage coach, two sleepers, one of which was unoccupied, and five day coaches and a parlor car. The last two day coaches and the parlor car were derailed. More than 100 persons bound for Ottawa were aboard, these three coaches normally being reserved for persons travelling to the Capital.

Most seriously injured were: Mr. and Mrs. Stanley Clifford Pryde, 4346 Decarie Boulevard Montreal, who were Ottawa-bound for the weekend.

Mr. Pryde suffered a severe back injury and shock, while his wife received severe and multiple contusions.

They were both taken to Vankleek Hill Hospital where they were treated by Dr. G. D. , MacIntyre. Sunday they were taken to Royal Victoria Hospital in Montreal, by ambulance.

All passengers in the three coaches, with the exception of the two Montreal people who were taken to Vankleek Hill hospital were accommodated in the other coaches of the train and arrived in Ottawa at 2 a. m. Sunday. It was the first section of the flyer and was due in at 10.10 p. m. Saturday.

The second section of the train, which was halted at Vankleek Hill, had to back its way to Vaudreuil and was re-routed to Ottawa through Bedell, arriving at Union Station at 4 a. m.

Seven miles west of Vankleek Hill the last two cars - a first-class coach and a parlor car jumped the track, tearing up the north-side rail for about 700 feet, and digging into the soft ground in the north ditch of the right-of-way which held them upright.

CPR officials said a broken rail was believed to be the cause of the accident.

When the last two cars broke away from the main section, an automatic device immediately threw on the emergency brakes of the train.

Nevertheless, the train travelled more than a mile, carried by its own momentum, dragging the third coach with it.

The wheels jolted along on ties causing considerable damage and giving the passengers a rough ride.

The coupling finally broke and the third coach stopped, upright on the tracks but leaning over at a considerable angle.

Work trains from Montreal and Ottawa, including two giant cranes, were immediately despatched to clear the wreckage.

Was In Parlor. Car.

Chatting with Mr. and Mrs. Pryde in the parlor car at the time the accident occurred was W. Levan, of Harrington street, Armprior.

He was hurled from his chair by the impact, hit another chair and suffered severe cuts to his left ear. He was treated by Dr. MacIntyre and continued on to Ottawa and thence to his home.

Considerable difficulty was experienced in getting the injured Mr. Pryde out of the car. He had been knocked from his chair and was wedged in between two chairs on the lower side of the car. Members of the train crew, assisted: by fellow passengers, got him out on a stretcher.

Senator J. R. Hurtubise, MD. of Sudbury, and Dr. Arthur Lynch, medical supervisor for the CPR, Vancouver district were on the train and immediately lent assistance to Dr. MacIntyre in attending to Mr. Pryde and others who suffered minor injuries. Later, they returned to the train and resumed their journeys.

Charles S. Nicholson, CPR conductor, was on duty in the coaches and assisted in getting the passengers out. CPR officials stated that with the exception of Mr. Fryde they had received no reports of injuries to the passengers.

Some might have had their noses bumped or been bruised, but did not require medical attention, the official stated.

Mr. Levan's Story

Mr. Levan told The Journal he was in the parlor car when the derailment occurred.

"It all happened so quickly it was all over before we realized it. We were sitting in our chairs when the car lurched suddenly and we were thrown sprawling across the floor.

"I was pretty badly scared for a moment but the car came to a stop in a few seconds and I realized I was not badly hurt. I did get a 'cauliflower' ear however when my head hit a chair. There, were not very many persons in the car and strange to say there was very little confusion. I can't recall anybody screaming. Everybody behaved very well."

When the occupants of the parlor car made their way to the doorway, they found the car had buried its forward end deep into the earth.

"It was over on a pretty steep slant but, we were all able to get out without any difficulty."

Mrs. A. Bois' Experience.

Mrs. A. Bois, 503 Besserer street, Ottawa, was in the smoking section of the second last car. Thrown from her seat, she was sent sprawling into the aisle when the car lurched off the tracks.

"It was a frightening thing", she said. "The car suddenly tilted sharply and came to a stop with a jolt that threw everyone around in their seats. A priest from Montreal, sitting near me, managed to stay in his seat by bracing his feet against the seat ahead of him. A man named Kent Anderson, from Peterborough, picked me up and helped me out of the car. To our surprise, we found our car and the parlor car were in the ditch, but the rest of the train was gone."

Apart from a sore back and a severe shaking up, Mrs. Bois was unharmed.

The priest, Rev. A. Provost of Montreal, was en route to Ottawa to open a retreat Sunday in Holy Family Parish. Fortunately, he escaped, none the worse for the exciting experience.

Mrs. F. Solbarg, resident of Ottawa, living at the Grand Hotel escaped being in the parlor car when it was derailed, by a matter of moments.

Shortly before the crash, she left the car to go forward to the express car to attend to her pet dog.

Marcel Dumais, 19, Union Station redcap residing at 143 Rochester street, was riding in the first coach of the train. Passengers in his car did not realize the accident had occurred until the train had stopped. He walked the mile back down the tracks and helped many of the passengers carry their baggage from the derailed cars to the waiting train.

Officials of the CPR including Divisional Superintendent E. C McKay, Smiths Falls, and James Stewart, CPR assistant superintendent at Ottawa, conducted an immediate investigation at the scene. George Cowan, of the CPR Investigation branch, also visited the scene.

They stated the line was re-opened for traffic at 7 a.m. The CPR westbound Trans-Canada passenger train which left Montreal at 10.45 p.m. Saturday, was re-routed through Bedell and arrived at Ottawa at 2.40 a.m.

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.

Tram Jumps Tracks At Uptown Corner

Considerable excitement was caused at 8.40 o'clock this morning at the intersection of Bank and Sparks streets when an OER tram eastbound from Hull, jumped the tracks just as it rounded the turn, swung toward the sidewalk on the southeast corner and snapped a lamp post before coming to a halt.

The derailment, which tied up traffic until a derrick could be brought over from the Albert street OER barns, was caused when the wheels of the street car's front truck struck a loose bolt lying on the rails. Workmen quickly placed the tram back on the rails, and service was resumed within four minutes.

A Hydro crew removed the broken lamp post.

Engine Derailed At Arnprior, Crew Leaps to Safety

ARNPRIOR, Dec 16 (Special) Four men, the crew of the Chalk River-Arnprior CPR freight, train, No. 76, escaped serious injury at 5.10 this afternoon when they jumped to safety seconds before the locomotive was derailed a mile west of Arnprior station and near the town limits.

Traffic was halted on the line until almost 10 o'clock this evening when debris was cleared from the tracks. Passengers on the Ottawa-Pembroke local passenger train, No. 557, were transported from Arnprior to Pembroke and Renfrew by buses chartered by the CPR immediately after the derailment.

The engineer of the freight, Leonard Ritchie, Smiths Falls, and Conductor E. A. Rowe, also of Smiths Falls, were reported to have jumped clear of the cab of the locomotive before it rolled to the right-of-way to rest on its side. Names of the fireman and brakeman could not be learned.

Wrecking equipment was despatched from divisional head quarters at Smiths Falls to the scene and a CPR official said the locomotive would be raised to the track tonight.

Extent of damage to the heavy engine was not immediately known but it will undergo an inspection in Smiths Falls tomorrow.