

# Local Railway Items from Area Papers - 1946

**05/01/1946**    *Ottawa Citizen*

*Ottawa Electric*

## OER Officials Silent On Tram Co. Sale

Officials of the OER were silent last night on Mayor Stanley Lewis' advocacy of a city-owned transportation system to be made possible through the purchase of the present utility company's assets.

Statement Later.

T. F. Ahearn, president of the OER, said he would have no further statement to make until such time as the matter had been discussed with the directors, and probably the shareholders of the company. Mr. Ahearn said it was unlikely any statement would be forthcoming from the OER today. It would probably come at a later date.

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**11/01/1946**    *Ottawa Journal*

*Ottawa Electric*

## Minto Girls Entertain Tram Passengers

A ride 'n a Laurier avenue street car shortly after four o'clock Thursday afternoon turned out to be a "musical jamboree" for more than 20 passengers when three school girls, averaging eight years old, began singing such tricky tunes as "Chickery Chick", "Bell Bottom Trousers", "Don't Fence Me In", and "The Trolley Song".

The girls, on their way to the Minto Skating Club with hooks and skates, displayed perfect rhythm and diction. Smiling faces turned constantly towards the rear of the car where the "pig-tail trio" seemed to be having a whale of a time.

An army sergeant soon joined in the chorus but the girls waved him off for being off-key.

**30/01/1946**    *Ottawa Citizen*

*Ottawa Electric*

## Will Put Back Clocks on Trams

The Ottawa Electric Railway will eventually get their clocks back.

Despite the whispered word of some unsportsmanlike persons to the contrary, Dave Gill, the railway's general manager, insists the OER did not remove the clocks for fear persons would notice a slow-down in the service.

"We were forced to take them out when we ran out of spares to replace the clocks which would not run" Mr. Gill said.

When does the OER expect delivery of new clocks?

"You tell me when we're getting the buses, I'll tell you when we're getting the clocks," he countered.

**13/02/1946**    *Ottawa Citizen*

*Hull Electric*

## Citizen Employe, Emmett Milloy, Dies of Injuries

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 at the scene of the accident by Constable D. J. Moynahan of the Ottawa police department and street railway officials, it could not 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. Taken to hospital in an unconscious condition, Mr. Milloy was treated by Dr. J. L. Mulvihill and Dr. J. P. Bonfield for severe shock, concussion, the fracture of several ribs and undetermined internal injuries. Dr. A. L. Richard, coroner, viewed the body and stated an inquest would be held.

**13/02/1946**    *Ottawa Journal*

*Ottawa Electric*

## Emmett Milloy Dies-of Injuries In Tram Accident

Emmett Milloy, 32, Connaught Gardens, Aylmer, died in Ottawa General Hospital at 12.20 : this morning from injuries received when he was believed to have been struck by a Hull Electric Railway tram in the company's terminal in the tunnel adjacent to the Chateau Laurier three hours earlier.

Operator of the car believed to have struck Mr. Milloy, A. Richer, 73 Berry street, Wrightville, told police that when he started the car after letting off some passengers, he felt a bump against the car. He immediately stopped the tram and got out but upon investigation did not find anything which could cause the bump. He then re-entered the tram and proceeded around the railway loop.

A short time later another street car entered the tunnel and the operator, J. Chef, saw a man lying between the rails. Mr. Chef notified the inspector in charge at the terminal, and he in turn summoned Gauthier's ambulance.

Mr. Milloy who was unconscious, was then taken to Ottawa General Hospital where he was found suffering a fractured pelvis, fractured ribs and an internal hemorrhage. He was treated by Dr. J. P. Bonfield and Dr. L. J. Mulvihill.

13/02/1946 *Ottawa Citizen*

*Hull Electric*

*Ottawa*

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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.

Derailement 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

05/03/1946 *Ottawa Citizen*

*Ottawa Electric*

First Of Series Of Rebuilt Trams Now Completed

First of about 50 rebuilt street cars which the Ottawa Electric Railway intends to put into service this year has been completed and will be demonstrated to the Civic Traffic Committee this afternoon.

Committee members and representatives of the press will be given the opportunity of examining and possibly having a free ride in the car.

Dave Gill, general manager of the OER, said the rebuilt street car differs from those now in use mainly in the seats, which are of a maroon and nickel finished metal construction with blue leather upholstery. Another innovation is the addition of grab straps to the wooden rail at the back of the car. Grab straps went out about the time of the changeover to the one-man operated cars.

The rebuilt cars will be all re-floored and finished in battleship linoleum. The layout of the seats and the interior and exterior paint job will remain the same as on those cars new in use.

Estimated cost for rebuilding 50 cars is \$100,000.

07/03/1946 *Ottawa Citizen*

*Hull Electric*

*Ottawa terminal*

Being Hit By Tram Caused Death Of Emmett Milloy

Emmett Milloy, 32, of Connaught Gardens, Aylmer, for many years a member of the staff of The Citizen's stereotype department, died on Feb. 13, "as the result of being struck by a street car in the Ottawa terminal of the Hull Electric Railway," a coroner's jury decided last night.

Numerous persons gave evidence to the inquest jury, but none was an eye-witness to the tragedy.

A. Richer 73 Berry street, Hull, operator of the street car, which allegedly struck Milloy down, told the coroner, Dr. A. L. Richard, and the Jury, that he had stopped at the regular place in the terminal about eight feet from the bottom of the stairs leading to the street above-to let out his passengers.

Mr. Richer said that after his passengers "10 or 12" had alighted, he started his car around the loop to return to Hull. 200 feet from the stop, Mr. Richer said he felt something hit his car and he stopped immediately.

He said he got out and searched along both sides of hLs car and at the back and front, but could find nothing. He continued on his way and "placed his street car on the siding."

A. Chef operating the street car following that of Richer, stated that he had seen something lying between the rails as he was starting around the loop and stopped. "Upon investigating I found it was a man laying there."

Philippe Cote, told of bringing Emmett Milloy to Ottawa in his street car, which reached the terminal "about 8.36 p. m."

Crown Attorney Raoul Mercier, KC, interrogated the witnesses.

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.

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**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.

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.

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.

Fire sweeps Eddy Pulp Stocks and Interprovincial Bridge  
 Flames are Checked Near Main Eddy Company Mill  
 Cigarette Butt Starts Worst Fire in Greater Ottawa in 46 Years - Thousands Watch Blaze

Most spectacular fire to occur in the Greater Ottawa area since the destruction of Hull in 1900, last night destroyed the Quebec half of the Interprovincial Bridge, and raged unchecked throughout the night in the mountainous pulpwood stock pile of the E. B. Eddy Company, causing damage estimated in the neighborhood of \$1,000,000.

Cause of the fire was said to have been a cigarette butt, tossed from an automobile some time late Friday afternoon. Another report was that a gasoline truck had taken, fire at the Hull end of the bridge setting fire to the heavily tarred woodwork of the roadway.  
 Saved Lower Mill.

Throughout the night firemen of both the Hull and Ottawa fire departments fought steadily in an effort to save the Lower Mill, located just west of the stock piles and through almost superhuman efforts the roaring blaze was checked within a hundred feet of the sprawling buildings.

The fire started shortly before seven o'clock. Within half an hour a pall of heavy black smoke was hanging over the west end of Ottawa while the flames, already out of control, raged furiously ahead of the high wind that swept out of the northeast.

Three hours later the flames, roaring hundreds of feet in the air were visible for miles around and residents from all parts of Ottawa and Hull were flocking by to watch the conflagration.

The Quebec side of the bridge for a stretch of 500 feet was wrecked cutting off all traffic.

All CPR trains had to be re-routed from Ottawa West, via Ellwood station to Hurdman's bridge. The plank floor of the bridge, heavily tarred and highly inflammable, burned away to the centre span before Ottawa firemen were able to check it.

Hull firemen were called to the bridge twice during the day to put out fires caused by cigarette butts.

At about 6.45pm. they answered a box alarm and on reaching the bridge found its northern end in flames. The tarred surface burned furiously and their hose lines proved almost useless. The flames spread over the mud flats west of the bridge and soon reached the stock piles, containing pulpwood valued at half a million dollars.

The pulp, piled in huge stacks, had been dried out by recent warm weather and soon was ablaze. Hull firemen sent for more equipment and when the pulpwood began burning a two-alarm call was rung through to the Ottawa Fire Department. The wind was rising steadily, though fortunately away from Laurier avenue and toward the river.

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The fire spread from the Hull end of the bridge to the stock piles along a sector of ground where the chain from the conveyor is stretched out for oiling periodically. The ground was said to be soaked with oil and to have caught fire, leading the flames to the pulp pile. A wooden tunnel beneath the stock pile was thought to have been a contributing factor, since it provided a draft beneath the pulp and fanned the flames.

The tunnel was a part of the conveyor system

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CPR Traffic To Be Re-Routed

Canadian Pacific Railway trains will be re-routed via Hurdman's Bridge, Ellwood and Ottawa West, so that CPR service will not be interrupted by the fire on the Interprovincial Bridge, last night.

In the case of the transcontinental Montreal-Vancouver trains, numbers Seven and One, westbound, will come into Union Station and then back out to Hurdman's, swing on to the "Y" there and pass through Ellwood to Ottawa West, rejoining the main line at that point. East-bound transcontinental, numbers Eight and Two, will reverse the procedure and instead of crossing the river at Ottawa West and, entering Ottawa via Hull, as usual, will remain on the Ontario side of the river, running via Hurdman's Bridge into Union Station.

Ottawa-Montreal, North Shore, Maniwaki and other CPR trains normally using the Interprovincial Bridge will be routed through Ottawa West and will cross the Ottawa River at that point.

The CPR owns the Interprovincial Bridge, officials of the company told The Journal late last night. They could not say how much it would cost to repair the damage, but "it will be a major job". Montreal head office is expected to issue a statement today as to the cost of repairs and length of time it will take.

Three Hull Electric Railway street cars were stranded on the Ottawa side, and will remain there until the bridge is cleared for traffic again.

Buses and all the street cars of the Hull company will meet Ottawa street cars at the Chaudiere Bridge terminal, to carry passengers to destinations in Hull but no buses will come to Ottawa.

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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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Aylmer Trams Have Motormen at Rear

Because of the fire that rendered the inter-provincial bridge impassable, Aylmer cars operating between Ottawa and Aylmer had to run backwards on the return journey Sunday. All cars on the Aylmer run are single end cars, the inspector of the Hull Electric Co. said yesterday.

"We were unable to get through to the turning point on the Ottawa side because of the fire," he said. "In addition a number of our cars, of the double end variety, were marooned at the Ottawa terminal and we had to carry on as best we could. To safeguard the public each car had two men, one at the controls and one at the other end, on the backward run, to warn of any condition necessitating the halting of the cars."

**Hull Tram Runs Wild, Woman Severely Injured**

Running wild on Bridge street, Hull, while the motorman strived to either halt, or direct its progress, a Hull Electric Railway street car careened down the southbound slope of tracks and after barely navigating a left hand turn, crashed into the side of an automobile parked too close to the eastbound tracks, severely injuring a woman passenger. Four other persons in the automobile escaped with minor cuts and bruises. A number of passengers in the street car, though shaken up, were uninjured.

According to the report of Constable A. Dalpe of the Hull police department, who conveyed Mrs. Ben Stephenson, 53, of Wakefield, to hospital in an ambulance, the street car was operated by G. Lablanc, a new Hull Electric operator, under the supervision of Reginald Beauregard, 64 Papineau street, Hull. As the car was approaching the intersection of Bridge street and Main, the apprentice operator informed his supervisor that the tram's brakes would not operate. Mr. Beauregard took immediate control of the careening vehicle, and after opening the front door, instructed Leblanc to shout to the constable on duty at the intersection to halt traffic.

Although he tried to halt the progress of the uncontrolled vehicle in every way, the car gained speed and rounded the corner of Main street, after almost overtopping. A few hundred feet from the intersection it struck a car driven by Earl Stevenson of Wakefield which had parked on the right side of Main street. The shock of the impact caused severe internal injuries to Mrs. Ben Stephenson, which necessitated her immediate removal to Sacred Heart hospital, and caused Lola Benson, 15; Russel McLinton, 35, and Norman McLinton, 33, also passengers in the automobile, to suffer slight cuts and abrasions.

Constables E. Charron and F. Marcil, took over traffic duty while Constable Dalpe took the injured woman to hospital. Police Chief J. A. Robert of Hull and Inspector J. M. Lavigne conducted an investigation into the mishap.

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.

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

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."

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.

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.

Normal Train Schedules Are Resumed

RENFREW, May 11. (Special) With repairs to the twisted tracks and ties completed less than 12 hours of the derailment of the Trans-Canada train which plowed into the ditch in the yard at the Lochiel street crossing shortly after 1 o'clock Friday morning, regular train schedules were resumed shortly before noon hour yesterday.

However, the 250-ton engine which went off the track and turned over on its side, was still embedded in the bank at an early hour this morning. Further efforts to right the huge piece of mechanism will continue this morning.

Many View Scene.

Yesterday from early morning on citizens of Renfrew and residents from the surrounding district viewed the engine as it lay on its side with its pilot deeply embedded in a bank of clay. It was the latter, trainmen said, that likely saved the crew and passengers on board from injury or death.

By six p m., the tender, also in the ditch was raised and placed on its trucks by two auxiliary cranes rushed to the scene from Smiths Falls and Chalk River

Friday morning. Repairing of the roadbed by the replacing of smashed ties and twisted rails continued, throughout the day and while tunnelling under the engine has been completed and cables laid through them it was not expected the wrecking crews would have the engine back on the track before this morning.

The switch used for shunting freight cars into the siding into the yards of Renfrew Machinery Company, and Ottawa Valley Grain Products, which apparently was responsible for the wreck, was reported to have been last used at 9 a.m. Thursday. Ten or twelve trains had passed over it later in the day and it was not until the passing of the second section of number seven, the Trans-Canada, that it was discovered to be out of order.

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.

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.

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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02/07/1946 *Ottawa Citizen**Montreal and Ottawa*

Real Charbonneau of Green Valley was killed and two others injured when a Canadian Pacific freight train struck the truck he was driving near Plantagenet.

02/07/1946 *Ottawa Journal**Montreal and Ottawa**Curran*

#### One Man Dies, Two Hurt When Train Hits Truck

One man was killed and two others injured when a fast Canadian, Pacific Railway Company freight train struck a truck at Booth's crossing, on the CPR Ottawa-Montreal line, about one-and-one-half miles west of Curran, near Plantagenet shortly after 3 o'clock Saturday afternoon.

Real Charbonneau, age 29, of Green Valley, driver of the truck, was instantly killed, and fireman of the train, George Kealey, 235 Fairmont avenue, suffered a fractured right forearm and burns to the face, and the engineer, David Milks, 333 Albert street, suffered burns to the face and throat.

Mr. Charbonneau, who is employed as a truck driver by Joseph Vaillancourt, flour and feed merchant of Green Valley, was driving to Pendleton with a load of feed. He apparently did not see or hear the train as he approached the crossing.

The train, an extra freight, proceeding from Montreal to Ottawa, crashed into the side of the truck. A gasoline tank on the side of the truck exploded and set the truck on fire. The truck was thrown clear of the track and landed upside down in a ditch about 20 feet from the crossing.

#### Pinned Beneath Truck

Mr. Charbonneau was pinned beneath the burning truck, and after the fire had been extinguished only the charred remains of his body were found in the ruins.

The fireman, suffered severe burns to his face as a result of the explosion, and when he jumped from the cab of the locomotive fractured his right arm. David Milks, engineer, was badly burned all around the face except his eyes which were protected by goggles. The interior of his throat was also burned.

Both trainmen were rushed to hospital in Ottawa in a T. Lammare and Son of Alfred, ambulance. Mr. Milks is a patient at Ottawa Civic Hospital, while Mr.

Kealey is being cared for in the Veteran's Pavillion at the Civic Hospital.

Coroner Dr. H. H. Kirby, of Hawkesbury, was called to the scene and said that an inquest will be held on July 9, at Curran.

The train was in charge of conductor Charles Nicholson, of 78 Cambridge street.

Constable George Nault of the Ontario Provincial Police Investigated.

04/07/1946 *Eastern Ontario Review**Montreal and Ottawa**Curran*

One killed, two injured as train hits truck

July 4 1946 - CURRAN - One man was killed and two others injured when a fast Canadian Pacific Railway freight train struck a truck at Booth's crossing on the Ottawa-Montreal line, about two miles west of Curran, shortly after 3 p.m. on Saturday (June 29). Real Charlebois, 29, truck's driver, was killed instantly, while train's engineer and fireman both suffered burns to the face in the accident.

09/07/1946 *Ottawa Citizen**Maniwaki**Farrelton*

#### Gatineau Train Hits Road Grader

One man was injured and considerable damage was caused when the Ottawa-Maniwaki passenger train collided with a road grader at Kelly's crossing near Farrelton shortly before seven o'clock Monday night.

The injured man was Donat Gauvreau, of Ste. Cecile de Masham, driver of the grader. The train was loaded with passengers, many of them summer cottagers. They escaped with a severe shaking-up.

Although the grader was pushed a considerable distance down the tracks, none of the cars were derailed by the impact but the locomotive was so badly damaged that it had to be replaced. The train was delayed two hours.

Gauvreau was treated at the scene by Dr. H. J. G. Geggie, of Wakefield, and was later removed to the Civic Hospital, where he was kept under observation. He was suffering from bruises and cuts about the head and shock and had several teeth knocked out. His condition is not serious.

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

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

01/08/1946 *Ottawa Citizen**Hull Electric**Plaza*

#### 'Cross Town with Cross

Wonder what's going to happen to the three Hull Electric street cars, gathering dust under the Plaza? Cut off since last March from their home base across the river, travellers travelling on the CPR can see these ghostly outlines as they steam through the Stygian gloom.

16/08/1946 *Ottawa Citizen**Hull Electric**Interprovincial Bridge*

#### Hull Railway Will Run Trams Over Alexandra Bridge

With repairs to the Interprovincial (Alexandra) bridge rapidly nearing completion insofar as the steel work is concerned, normal traffic over the structure will be restored sometime in mid-autumn it is expected. Since the disastrous fire which swept through the the E. B. Eddy Company's plant and badly damaged the bridge on the night of last March 29, traffic between Ottawa and Hull has been re-routed over the Chaudiere causing tremendous inconvenience, especially during the rush hours

As regards the operation of Hull Electric Railway trams over the bridge, a spokesman for the company told the Evening Citizen today. "As far as we are concerned our street cars will definitely be back in operation again. We are only awaiting completion of the bridge repairs to re-establish our service between Hull and Ottawa.

#### "Ghostly Cars"

At the time of the fire an even half-dozen Hull Electric cars were caught on the Ottawa side of the river and since then have been lying in the railroad tunnel below the plaza. Travellers on trains passing through the tunnel can plainly see the darkened, silent cars lined up like some abandoned "ghost train".

Trains have been passing over the bridge since the first part of May as work on the railway portion of the bridge was given priority because of the heavy railway traffic across the Ottawa at this point.

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.

03/09/1946

Ottawa Citizen

Ottawa Electric

Chaudiere

20 Uninjured as Tram Jumps Bridge Tracks

For the second time in less than a week, an OER street car jumped the rails on the north side of the Chaudiere bridge, and about twenty passengers, enroute to Ottawa, received a thorough shaking shortly after three o'clock Monday afternoon.

The derailment occurred almost at the scene of last Wednesday's accident, when a Hull-bound tram crashed through the railing and almost plunged 45 feet to the on-rushing waters below.

In the latest mishap, the street car was proceeding in the opposite direction when the rear truck wheels slipped off the tracks and sent the car lurching towards the roadway, adjoining the rail bed. No one was hurt and little damage was caused, either to the tram or the trestle.

Street car traffic along the bridge was interrupted for more than an hour until a wrecking crew had jacked the tram up and removed it to the barns for repairs.

About 20 persons had boarded the tram at the Hull terminal loop. With Claude Villeneuve, of 2 Western avenue, Ottawa West, at the controls, the car was proceeding slowly towards the Capital when it suddenly reared up and jumped off the rails.

The motorman said there was considerable confusion inside the street-car, as the passengers, apparently aware of the near-tragedy that resulted in the last accident, made a concerted effort to escape through the front and rear doors.

However, they were quickly calmed by Motorman Villeneuve, who assured them that there was no danger of the car plunging into the swirling channel below.

Villeneuve said that the derailment was quite a jolting experience. "After that, I'm quite ready to take on Big Sid at the Rodeo. I'd be a cinch to win that \$100 prize they are offering to ride that bull for ten seconds," he said.

Contrary to earlier reports that the accident was caused by a broken axle, this was discounted by the operator of the tram. An investigation will not be completed until late today, on account of the Labor Day holiday, during which most of the OER officials were off duty.

At a late hour yesterday, S. R. Banning, chief adjustor of accident claims, said it was possible that the rails over which the tram was running may have been weakened by the heavy wrecking equipment employed last Wednesday to right the other street car, which went off the tracks with 70 passengers aboard, injuring three pedestrians when it crashed through the guard railing and almost plummeted over the embankment

20/09/1946

Ottawa Citizen

Ottawa Electric

Trying New Clock For Ottawa Trams

There is a "time test" going on in Ottawa at the present in which nearly all residents are interested.

In an experiment to decide whether or not to instal clocks in all Ottawa Electric Railway street cars again, one tram, No. 880, has been chosen to "test" a new time piece. Officials of the company are apparently not satisfied with the service given by street car clocks before the war and the behavior of this single clock during the next few days will decide the question of clocks for all trams of the system.

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.

21/10/1946

Ottawa Citizen

Montreal and Ottawa

Caledonia Springs

Only One Hurt As Crack Montreal Train derails.

Strikes broken Track Near Caledonia Springs.'

Three rear coaches of passenger flyer slip on-to road bed as major wreck narrowly averted.

In what might have been an accident of major proportions, a broken rail caused partial derailment of the crack CPR trans-continental train No. 7. near Caledonia Springs as it sped westward for Montreal at 9.25 o'clock Saturday night. Although the 11 cars were carrying almost a full quota of passengers, only one person was slightly injured when the three rear coaches left the tracks.

The injured passenger, Stanley Pryde, of Montreal, was given treatment for cuts and bruises at hospital in Hawkesbury where he was also found to be suffering from shock. He was able to return to his Montreal home on Sunday.

In charge of Conductor Charles Nicholson, of Montreal, and Engineer Walter Lewis, of Ottawa, the train was speeding towards Ottawa. The locomotive and tender and the first eight coaches, the majority of them sleeping cars, apparently got over the defective portion of the track safely but when the ninth car passed over the broken rail it left the tracks, pulling the last two cars with it.

No Cars Overtum

None of the derailed cars turned over and to this is attributed the fact that no one was seriously injured in the mishap. The road-bed and ties were torn up for a considerable distance along the right of way and traffic over that part of the line had to be re-routed via Bedell for some hours. Repair crews with heavy equipment were sent out from Smiths Falls and they had the wreckage cleared away and traffic back to normal early Sunday morning.

Immediately after the accident the train, minus the three derailed coaches, proceeded on its trip west and passengers who had been riding in the rear cars were given accommodation in the coaches not affected by the derailment and arrived only three hours late. At Ottawa three coaches were added to replace the damaged ones.

Very Fortunate

E.C. McKay, divisional superintendent of the CPR. Smiths Falls, told The Citizen on Sunday that it was extremely fortunate a wreck of major proportions had not resulted. While unable to state the exact speed of the train at the time it struck the broken rail, he said it would be travelling very fast at the point where the accident occurred.

As soon as the derailment was reported to Ottawa Saturday night, J.W. Stewart, assistant superintendent, left for the scene and remained to direct operations of the wrecking crews.



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 unhurt.

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.

07/11/1946 *Ottawa Journal**Ottawa Electric*

Double Green Lights To Replace Present Light on Trams

Electric Railway cars will be equipped with two green lights up front this Winter instead of a single blinding light, Allan T. Lewis, vice-president, told union representatives at a conciliation board meeting yesterday

"We have been experimenting with all kinds of lights until the cars looked like circuses ", said Mr. Lewis. The double green lights proved the best.

General Manager David Gill promised union representatives that windshield wipers would be installed on street cars as fast as the company could get them. The union also asked for heaters in the vestibules and for the front windows. Mr. Gill said the company was trying out one car with an insulated front vestibule

26/11/1946 *Ottawa Journal**Ottawa Electric*

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.

06/12/1946 *Ottawa Journal**Hull Electric*

Hull Trams Use Railway Tracks

Freight cars and oil tankers have often used tracks of the Hull Electric Railway to deliver cargoes in Hull, but the tables were turned today when three Hull Electric street cars roared across the Interprovincial Bridge on the CPR tracks.

The three street cars were marooned on the Ottawa side by the fire which partly destroyed the Interprovincial Bridge. Until today they were parked at the Hull Electric terminal beneath the Plaza.

The cars were required for service in Hull and because the street car track had not been relaid across the bridge the cars were hauled back on the railroad track.

09/12/1946 *Ottawa Journal**Hull Electric*

Hull Electric Trams Stop on Two Lines Early Saturday Night

Without noise or fanfare Hull Electric Company removed all its trams from its Wrightville and Belt Line circuits, shortly before six o'clock Saturday night. Tram operators working on the last shift six p.m. to 12 p.m. had been already notified not to report to the main office, and, as darkness settled over the city, trams were seen "headin' for the last round-up" the barns at Deschenes.

This, was in accordance with the decision of the Board of Transport Commissioners, handed down Friday night granting authority for the removal of Hull Electric trams from Hull streets. The Aylmer line only was ordered to remain in operation, until April 1, 1947.

Officials of Hull Electric Company dispensed with taking a last ride on one of their trams as is the custom when a major transportation, system goes out of existence.

"There was no reason for hilarity", a company spokesman told The Journal. "Just mark this as the end of the trail, or the beginning of the end.

Meanwhile, buses of the Hull City Transport were operating full swing on Hull streets except of course the odd Aylmer line tram which used Main street every 40, minutes.

"Our service showed a vast improvement on Sunday", said Walter F. Thorn, associate director of the bus firm "With trams off the streets, traffic tie-ups were eliminated and our schedules were maintained."

17/12/1946 *Ottawa Journal**Chalk River**Arnprior*

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.