

# Local Railway Items from Ottawa Papers - 1947

*11/01/1947 Ottawa Citizen*

*Kingston (CN)*

*Brockville*

Brockville Jan. 10. Eight persons were injured, one seriously, when a broken wheel derailed three coaches of the Canadian National Railways Toronto-Montreal passenger train as it approached the station just west of here this afternoon.

Commercial traveller M. Hornstein of Montreal, most seriously injured, was detained in hospital but the seven others continued their trip after receiving first aid. They were: Arthur Freeman, Murray Goldstein, E.M. Evans, H. Milner and William Ledger, all of Montreal; E.R. Price of Galt, Ont., and E. Dalgleish of Kingston, Ont.

One of the three derailed coaches toppled over on its side but the other two remained upright. Some 75 passengers were distributed among the three cars.

"I don't know how any of us escaped," said Hornstein later in hospital. "I took three somersaults in the air and landed against the window. The train was delayed in Brockville only 40 minutes, but wrecking crews from Montreal would not have the main line cleared before late tonight. Section gangs, laboring to replace twisted rails and shattered ties at the scene of the derailment, were still working at 10.30 tonight and the line was still closed to traffic,

The accident occurred only 50 feet east of the 30 foot embankment leading to the western limit of the railway yards. Two telegraph poles were sheared off by the overturned coach, but the telegraphic communication was not interrupted. The injured were given first aid treatment at Union station by Dr. E.J.F. Williams, of Brockville.

After two coaches were added to the train, it continued on to Montreal.

With the exception of Mr. Hornstein, the injured passengers received only cuts and bruises.

*11/03/1947 Ottawa Citizen*

*Prescott*

*Chaudiere*

One way traffic on Wellington street bridge

Driving is limited to one-way traffic on the Wellington street bridge, the result of an accident which damaged one of the steel girders Works Commissioner Askwith said Monday.

The girder was weakened when it was struck by a crane being carried under the viaduct on a CPR flat car. The railway company shored up the girder with timbering and in order to further protect the damaged area, traffic was routed away from the weakened section.

Meanwhile the Dominion Bridge Company on instructions from the CPR is undertaking the repair of the girder.

*21/06/1947 Ottawa Citizen*

*Ottawa Terminal*

83 Trains Bringing 75,000 Here Sunday

To see congress finale

Huge crowds arrive today

Union station was "bulging at the seams" this morning as ten special trains brought more pilgrims to the Marian Congress. By this evening the special and regular CPR and CNR trains will have landed nearly 35,000 visitors.

However, tomorrow is expected to be a much larger rush when some 75,000 pilgrims are expected on 83 special and regular trains.

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*21/06/1947 Ottawa Citizen*

*Alexandria*

*Alexandria*

Train kills district man.

Drives into the Path of Congress Special

Alexandria June 21. Charles Massia, Alexandria district farmer was instantly killed about 11 o'clock here this morning when the car in which he was driving was struck by an Ottawa-bound special CN train.

The train, carrying pilgrims to the Marian Congress, dragged the automobile for three-quarters of a mile before coming to a halt. There were no other occupants in the car.

The fatality occurred at the Alexandria crossing which is protected by a warning bell and wig-wag system. The warning apparatus was in operation this morning.

*02/08/1947 Ottawa Citizen*

*Carleton Place*

*Westboro*

A leap from the window of an Ottawa-bound train, travelling 60 miles per hour, sent William Joseph Moyan, 52, of 524 Bay street, to Civic hospital in a critical condition, shortly before seven o'clock last night.

While no apparent reason for the incident, which occurred one mile west of Westboro railway station could be given last night, an investigation has been launched by the Nepean police department, under Sgt. William Saunders, as well as by CPR officials.

Mr. Moylan, unmarried and a veteran of two world wars, was believed to have been returning from a trip to Hamilton and was enroute here on the Brockville train, when he hurled himself from an open window of a coach. An unidentified woman passenger sitting opposite him, witnessed the incident, and her screams attracted trainman, Paul Charron, of 1 Irving avenue, who promptly pulled the emergency signal, bringing the train to a halt.

The train backed up to where Mr. Moyan was found lying unconscious on the south side of the right-of-way, opposite the Leafloor lumber yard in Woodroffe.

A Veitch and Son ambulance was immediately summoned to convey the injured man to hospital where an emergency operation was performed on his skull by Dr. J.C. Samis.

The Brockville-Ottawa train, in charge of Engineer Clifford Broom, 138 Spruce street, and Conductor G.W. Weir of Carp, was delayed about 15 minutes in arriving at Union Station here.

J.U. Brazeau, assistant superintendent of the Ottawa division CPR, took over the inquiry in conjunction with the Nepean police.

At an early hour this morning, Mr.Moynan was still unconscious as hospital authorities worked to save his life.

Many Ottawans unhurt in wreck at Kingston

More than 500 Ottawa and district residents and visitors to the Capital narrowly escaped injury in an early Sunday evening train wreck at Kingston in which two CNR employees were scalded to death another one injured and a crowd of would-be passengers and spectators driven to panic when steam from the wrecked locomotive swept over the CNR station.

The dead are:

B.B. Embury of Lindsay Ont., engineer of the 5100-class locomotive which tore 200 feet of double track as it leaped from a wide rail curve at the station, and.

C.E. White, of Belleville, Ont., fireman in the locomotive.

Brockville man hurt

The injured included Benjamin Shiers of Brockville, baggageman who was treated at the Kingston General hospital for an injured left shoulder and left leg. Albert Martin of Toronto, a cook on the train, was treated for a fractured right hand.

Dozens of other persons standing on the platform, received bruises and other injuries when the crowd became panicky and ran from clouds of escaping steam from the wrecked locomotive.

Eye-witnesses stated that as it neared the station, the locomotive seemed to be travelling at between 60 and 80 miles an hour and moving on a wide curve of rail, the locomotive, its whistle screaming a continual warning - drove over the track. The locomotive and tender turned over on its left side, tossing lumps of coal over a 300-foot area. Pinned in the smashed locomotive, both engineer and fireman were scalded to death when steam broke through from the boiler and swept over the CNR station platform.

Cars were derailed

As the locomotive tore over the track, seven passenger cars plus the baggage car were derailed. Another four passenger cars at the rear remained standing on the track. None of the passengers was injured.

It was more than four hours before the travellers proceeding to points west of Kingston were able to leave the Kingston station. The Kingston train due to arrive at the Union Station here at 10 o'clock standard time last night was delayed an hour.

The passengers were made up mostly of Ottawa and district people returning to their jobs after spending the week-end in the Capital as well as visitors to the Capital and environs returning to their homes.

It was estimated that more than 500 passengers occupied the nine coaches and two parlour cars which sped out of Brockville shortly after five o'clock. Usually waiting for the second section of the Montreal pool train, the cars had been hooked together for a special run because of the "unusually large number of people from Ottawa" who were proceeding to points west of Kingston.

In less than 20 minutes after the wreck at 6.32 o'clock, a crowd estimated at between five and seven thousand people had flocked to the small Kingston CNR railway station. The floor of the station was covered by a two-inch layer of water as the live steam cooled.

Railway officials would not venture a cause of the wreck. It was believed that it might have been caused by a broken rail or mechanical defect in the locomotive. Spectators stated that the scream of the whistle could be heard even as the train neared the station at its continuing high speed.

Knocked over Tower

A Canadian Press dispatch stated that the locomotive was rounding the curve just east of the station when it left the rails, knocking over a watertower and plowing along on its side until it came to rest on the Kingston station platform.

Rush of Inquiries

At a late hour last night the "mystery" of the "60 to 80 miles per hour" at which the train was alleged to be speeding as it approached the station was still unexplained.

All the passengers, although jolted by the sudden stop, remained calm. They did not dismount until told to do so. All were able to proceed on their journey in a train made up of the four cars which remained on the track plus another four cars brought up from Brockville. The delay was said to be more than four hours.

A wrecker was brought from Belleville shortly after 11 o'clock and began the all-night task of clearing the wreckage.

News about the crash was frantically sought by many Ottawa residents who telephoned The Citizen newsroom throughout the evening. Others telephoned to state that they had heard from friends and relatives who had boarded the train here at 3.30 o'clock Sunday evening. The Bell Telephone operators reported that a steady stream of long distance calls were being made to and from Kingston.

C.R. Turner, who was returning to his work at Toronto with his wife, telephoned his parents at Woodroffe to state that they were not injured and were continuing to Toronto.

Robert Edelstein, manufacturers' agent of 132 Marlborough avenue, who was on the train with his son, reported that they had both escaped injury except for shock. Mr. Edelstein told relatives in Ottawa that the train, instead of slowing was speeding at 60 miles an hour.

Dishes tossed in diner

Incidents in the wrecked train which brought death to two men, were recounted to The Citizen last night. "Dishes flew all over the diner" was one report. "The babies seemed to have enjoyed it. They did not cry," was another.

"There was no screaming or panic" said The Citizen correspondent at Kingston who had walked through the cars immediately after the wreck. "The women especially seemed to be exhausted but they did not move from their seats."

Although at first driven to panic by the live steam which swept towards them, spectators at the CNR station, who, it was reported, ran into each other to avoid the steam, later re-gathered at the scene of the wreck.

"You couldn't get near the station with a taxi," said one report.

"The entire city must have turned out. I bet there was at least 7,000 people there."

The Kingston police force were able to cope with the crowd.

"We must have been doing better than 60 miles an hour when we were wrecked," estimated Clarence Best of Toronto, dining car waiter on the train.

"I think there must have been some mechanical trouble or something because before we came to the turn I could hear the conductor and engineer signalling back and forth on the cord."

Best was in the pantry and was thrown to the floor by the derailment. He was not injured.

Five persons received first-aid treatment but were not admitted to hospital.

Pierette J. Hamelin was standing on the platform and bruised her knee when dashing out of the path of the locomotive.

Miss Zita Howard of Toronto was treated for knee abrasions. She was also on the platform at the time.

02/09/1947 *Ottawa Citizen**Cornwall Street**Cornwall*

Tram Workers Go on Strike.

<http://news.google.ca/newspapers?id=Mf8uAAAAIBAJ&sjid=MNwFAAAAIBAJ&pg=3743,320879&dq=railway+railroad+train+cpr+bride&hl=en>

18/09/1947 *Ottawa Citizen**Hull Electric*

New Parkways, Highway Here

Would run between bridge and Aylmer

Two definite possibilities in the development of the area between the Champlain Bridge and Aylmer are in the minds of the Federal District Commission these days.

91) Consideration is being given to converting the right of way of the former electric railway line between the bridge and Aylmer as a supplementary road developed along parkway lines.

<http://news.google.ca/newspapers?id=PP8uAAAAIBAJ&sjid=MNwFAAAAIBAJ&pg=3031,4037464&dq=railway+railroad+train+cpr+bride&hl=en>

**06/10/1947    Ottawa Citizen                    Hull Electric**

Railroad Ties for Sale for use as Contractors' Blocking Material, Firewood, etc.

Offers are invited for the purchase and removal of approximately 30,000 railroad ties now located on the roadbed of The Hull Electric Company between Hull and Aylmer and in certain sidings in Hull.

Those submitting bids may do so on the entire lot (certain ties reserved by us excepted), or on various quantities, but satisfactory bids on the purchase and removal of the entire quantity will naturally be most favoured.

All bids must be received by one week from to-day, Monday October 13th, and the award will be made on that date.

A.A. Merrilees & Co.

Box 235 terminal "A", Toronto

**24/11/1947    Ottawa Citizen                    Montreal and Ottawa**

"Prisoner" with handcuffs on train only joker

An "escaped prisoner," intercepted by detectives and CPR police at the Union Station late last night turned out to be a Montreal man who simply had a pair of handcuffs in his possession.

Following a message received from Rigaud that a man wearing handcuffs on one wrist only was seen sitting alone on the Ottawa-bound train, local police quickly converged on the station in anticipation of making the "capture".

Armed with a description of the "escapee," police had little difficulty in locating their man as he alighted off the train. However, the flustered Montrealer was soon released after he explained that he had been wearing the handcuffs as a "joke."

**29/11/1947    Ottawa Citizen                    Brockville                    Smiths Falls**

Auto plows into Pool Train at Smiths Falls

One man narrowly escaped possible death and a CNR-CPR pool train from Ottawa to Brockville was delayed for almost three-quarters of an hour when an automobile plowed into the side of the engine of the train shortly after 11 o'clock Friday morning. No one was injured.

Driver of the auto, R.S. Durant, 24, Smiths Falls told The Citizen that he was driving west on Chambers street and as he approached the crossing, applied his brakes, but skidded on the icy pavement.

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