

# Local Railway Items from Area Papers - 1947

11/01/1947 *Ottawa Journal*

*Kingston (CN)*

*Brockville*

Eight Train Passengers Hurt In Derailment Near Brockville

BROCKVILLE, Jan. 10 (Special) Eight persons were injured and nearly 70 more passengers badly shaken up, when the three rear cars of the Canadian National Railways Toronto-Montreal Flyer, were derailed about two miles west of the Brockville station about 3.30 p.m. today.

One of the derailed cars turned over on its side and skidded 50 feet through 10-foot snow banks, knocking off telegraph poles along the right-of-way. The east-bound track on the main line was expected to be cleared for through traffic before midnight.

One man, Max Hornstein, 219 St. Joseph Blvd., Montreal commercial traveller, was taken to the hospital here for treatment of back and chest injuries. He also suffered, from shock. Others who were injured, but none seriously, were: Arthur Freeman, Murray. Goldstein., E. M. Evans, H. Vilner, William Ledger, of Montreal E. R. Price, of Galt, and D. Dalgleish, of Kingston, The latter received a severe cut under his chin.

Passengers Moved.

The 75-80 passengers in the derailed coach were transferred to the remainder of the through train, No. 14, and taken to Brockville station from the scene of the accident which occurred at the western limits of Manitoba yards. Those injured received first aid -treatment at the Brockville station and Mr. Hornstein was conveyed to hospital by Dr. E. J. F. Williams.

Two extra coaches were attached to the train and it left Brockville Station about an hour and 20 minutes behind schedule.

Snow was piled high on either side of the right-of-way where the accident occurred. A broken wheel in the third from the rear car was believed to have caused the accident. The car with the broken wheel rolled over on its side and skidded into the ditch alongside the main line. The deep snow was credited with preventing it from rolling over again. It came to rest at right angles to the track. The other two derailed cars remained upright.

Mr. Hornstein said he thought it was a miracle that someone was not seriously injured.

"I don't know how we escaped." he said. "I was thrown into the air and took two complete somersaults before smashing into the railing of the smoker", he added. "I heard the peculiar clicking noise of the wheel as four friends and myself were playing cards in the smoker. I told them I didn't like the sound the wheel was making when it happened. We were thrown into the air while the lights went out. Glass was breaking all around us. I landed against the opposite side of the smoker. Others were under me.

Able to Crawl Out.

"We were able to crawl out the door. From the sounds in the car I felt sure several would be seriously seriously hurt", he said.

Brockville work crews were busy preparing for the clearing operations. The crane from Montreal was expected here some time tonight to right the overturned car.

The cars were derailed about 15 feet past an old trestle. Railwaymen considered it a miraculous escape from near disaster. Had the accident occurred a short distance west it, would have faced a 20-foot embankment and the danger of a higher speed. It was estimated that the train was travelling between 40 and 50 miles an hour when the accident took place. Mr. Hornstein was taken to St. Vincent de Paul Hospital where X-ray examination revealed he did not suffer broken bones.

J. L. Pullen, of Ottawa, conductor of the Ottawa train connecting with the flyer at Brockville, told The Journal he knew of no Ottawa-bound passengers injured in the accident.

The train made up part of the one hour and 20 minutes lost through the derailment, and reached Union Station at 6.14 p.m., 44 minutes late.

The Toronto train due at Union Station at 10.20 p.m., was delayed one hour while workmen cleared the right-of-way at Brockville.

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.

10/03/1947 *Ottawa Journal*

*Pttawa E*

Tram-Bus Causes Derailment \$500 Damage

Several persons narrowly escaped serious injury and damage of about \$500 was caused when an OER bus collided almost head-on with a tram on Confederation Square, just east of the War Memorial, at seven o'clock Saturday night.

Girouard Ladouceur, of 386 Albert street, driver of the bus, told Sgt. Reginald Raby he was proceeding east across the Plaza and was about to make a left turn onto the one-way road just east of the War Memorial when the crash occurred.

The tram was travelling west in charge of Ludger Parent, of 144 Fisher avenue. The front of the bus collided with left front side of the tram. The whole front end of the bus was crushed and part of the interior damaged. The vehicle finally wound up against the east curb. The tram was damaged less severely but the front trucks were derailed.

Several passengers were on the tram at the time. One of them, Joseph Girouard, 63. of 530 Rochester street, was thrown to the floor by the impact and suffered a bruised left shoulder.

The bus driver told police he had stopped his vehicle preparatory to making the turn and had then proceeded on signal from the operator of an east-bound tram. He said he had not seen the west-bound tram.

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.

31/03/1947 *Ottawa Journal*

*Ottawa Electric*

Derailment Halts Britannia Line Traffic

Tram traffic on the OER Britannia line was tied up from 9.15 to 11.20 p.m, last night when the rear wheels of an eastbound car went off the rails near Churchill avenue.

Several passengers in the tram were shaken up, but no one was hurt

OER officials said it required considerable time to replace the wheels on the rails owing to a free drop of several inches to the ground. In the city, the drop would be prevented by pavement around the rails.

Buses were put on the line until the tram was restored to the rails.

02/05/1947 *Ottawa Journal*

*Alexandria*

*Vars*

Parmalee bank swindler.

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Parmalee's dream of retiring to a "little home" in the Maritimes to a life of secluded ease with the \$17,400 was nipped by Ottawa police who arrested him while he waited in the railway station at Vars, 35 miles south east of here, while waiting for the Montreal-bound train yesterday afternoon. Police were led ther by Lionel Trotter, an Ottawa taxi driver who recalled taking the "Parson" there.

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.

01/07/1947 *Ottawa Journal*

*Lachute*

*Thurso*

Armed Thug Robs Thurso Station Agent

Threatening the CPR station station agent at Thurso, Que., with "Don't move or I'll drill you", an armed bandit swept \$150 in bills into his pockets and made a getaway in a dark blue sedan at 5.05 p.m., Monday.

In his haste the bandit overlooked \$800 lying in full view on a shelf of an open safe in the station office.

Several persons living near the Thurso station looked on idly as the dark blue sedan raced away. It was only after the station agent Andre Lefebvre, and his assistant ran from the office any importance was attached to the car.

Mr. Lefebvre relieving as agent, told Detective Robert Gilbert Hull Detachment Quebec Provincial Police he and his assisant Rudolphe Pelletier, were working behind the wicket when footsteps were heard approaching. Both men were busy at their desks and their backs were to the wicket.

Mr. Lefebvre wheeled around and saw a revolver thrust through the wicket.

"I want the money", the robber demanded.

Mr. Lefebvre took "about \$150" from the till and thrust it at the man. He reached out and pulled it into the pocket of his coat

"Don't move for a full minute after I leave" he directed, and then made a break for a door.

Mr. Lefebvre and Mr. Pelletier waited until they heard a car pull away from the station and then ran out to give the alarm.

Mr. Lefebvre told police he had seen the bandit walking past the wicket earlier in the day.

Quebec Provincial Police from Hull and Montreal were called in to assist CPR investigators in the case. All police departments have been notified of the robbery. Assisting Detective Gilbert with the investigation are Constables R. Bastlen, M. Dusseault . and Howard Jones.

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.

Enginemeh Die by Scalding In Train Wreck

KINGSTON, Ont, Aug. 11.

The engineer and fireman were scalded to death and five persons received minor Injuries when the Ottawa section of the Canadian National Railways' fast westbound International Limited left the tracks just east of Kingston station last night.

Cause of the derailment was not known. Reports conflicted as to the speed the train, was travelling when the locomotive left the rails and plowed on its side along the shallow Kingston station platform while dozens of waiting passengers scurried to safety. Falls in the confusion accounted for some of the slight hurts suffered.

Engine Crew Killed.

Dead were the engineer, B. B. Embury, of 113 Cannington road, Belleville, and the fireman, Charles Henry White, of 20 Hillcrest avenue, Belleville. Brakeman Benjamin Shier, of Belleville, suffered minor hurts.

The 12-car train was coming into the station stop when the engine left the rails and turned over on its side. It wound up on the platform in front of the station building with live steam driving inside the station and leaving pools of water on the floor.

Some of the passengers said on arrival at Toronto later that the train was not going more than 40 miles an hour when it rounded the curve approaching the Kingston station. But George Bruce, who operates a service station near the tracks, said the train seemed to be going between between 60 and 70 miles an hour with the whistle blowing continuously.

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

A total of eight coaches also were derailed but remained upright, while the four rear coaches on the train remained on the tracks, two of them coming to a stop ahead of the overturned engine.

Three of those on the platform who were given first aid and released later were Miss Pierrette J. Hamelin of Montreal, who suffered bruised knees; Miss Rita Howard, of Toronto, knee abrasions, and Miss J. Widdifield of Toronto, who received brush burns on the legs.

Albert Martin, a cook on the train, was treated for a fractured right hand.

Various other injuries were all minor.

The bodies of Engineer Embury and Fireman White were removed to the Kingston morgue where Coroner J.C. Lindsay said death was due to scalding, although the engineer had a wound as well.

Witnessed Crash.

Bruce, the service station operator, said he heard the crash and saw crowds tearing from the station in a mad rush. "Many children came in here with scratched knees and bruises they received in the scramble to get away from the platform."

Another eye-witness said the train "must have been travelling travelling 60" when it rounded the curve and the engine left the rails, crashing the water-tower down and then plowing along the platform towards the station building.

The railway statement issued by J. F. Pringle, vice-president of the central region at Toronto, said:

"At 6.30 p.m. (EST), Train 15 advance section, between Ottawa and Toronto with 12 cars in charge of Conductor Panner, was derailed while slowing down to make a scheduled stop at Kingston station. Engine 6702 turned over on its side, killing Engineer B. B. Embury and Fireman C. H. White, both of Belleville. Brakeman Benjamin Shier, of Belleville, was reported injured.

"Latest reports stated that no passengers or other members of the train crew were seriously injured. Some of the passengers were reported shaken up or suffering from minor injuries.

"The first eight cars behind locomotive were derailed but remained upright These consisted of the baggage car, two diners and five coaches. The remaining coaches did not leave the rails.

"While the accident blocked the main the, Kingston yard facilities permitted a detour to be made by all trains and there was only a slight delay at this point in train operation . . . the cause of the accident is under investigation."

200 Reach Toronto.

Two hundred passengers from the pool train International Limited derailed at Kingston last night with the death of the fireman and engineer, reached Toronto Union Station early today, none of them suffering any more than bruises.

Their main complaint was hunger - they said they had had no food at Kingston during the three-hour delay there nor on the trip to Toronto. Here, however, railway officials were waiting to shepherd them into waiting Pullmans where those catching connecting trains were to spend the rest of the night. A meal was ready for them there.

While the passengers left the train a small army of redcaps waited to carry their baggage, for which service no tips were accepted.

Like Explosion.

One passenger, Miss Maisie Newton of Toronto, said the derailment at first seemed like an "explosion". She was in one of the two coaches which remained on the track, but ran to the front as soon as the wheels stopped moving.

Leo Conlin of Ottawa, travelling with his wife and two children, were in the second dining car. "The train seemed to be coming in normally", he said, "then it started to bump. Dishes began to hit the floor and so did many of the diners."

Miss Phyllis Carey, of Toronto, said there was no excitement when the coach in which she was riding was flung off the rails. This was echoed by Trainman M. Jarvis, of Brockville, who would not, venture a guess as to the cause of the accident.

John Glenn, of Hamilton, who was on the last of the derailed cars, said: "I would think we were going at about 40 miles an hour. It seemed as though they had just put on the brakes. We didn't get shaken up very badly in our car.

Proceeded To Destination

Scores of Ottawa passengers escaped injury when the Montreal-Toronto Montreal- Chicago, Canadian National Railways pool train was wrecked at Kingston station. Sources in Kingston said all passengers who had been aboard the coaches which were derailed, were on their way to their destinations aboard another train, shortly after the , accident in which the fireman and engineer were killed

Reports from Kingston General Hospital said that no passengers had been admitted there. The train was hitting a 60-mile per hour speed near the Kingston station, when the accident occurred.

Mrs. F. Horler, 108 Russell road, Ottawa, said her son Harold, was among those aboard the wrecked train and within a short time after the accident she received a welcome message from him that he was alright.

C. R. Turner, who was returning to his work at Toronto with his wife, telephoned his parents at Woodroffe to say that he and his wife were not injured and were continuing to Toronto. Telephones in The Journal office were kept busy, throughout the evening as worried friends and relatives of those aboard the train called for information. Calls were also received from Ottawa residents with friends among the railwaymen at Belleville, the home of the fireman and engineer who died when their locomotive overturned and plowed its way into the station entrance.

Post-Mortem Shows Enginemen Not Dead Before CNR Wreck

Kingston Ont , Aug. 13 (CP)

Asphyxiation by steam and severe burns caused the deaths of the engineer and fireman of the CNR train which jumped the track and turned over here Sunday night, it was shown Tuesday in a post-mortem.

There was no evidence to suggest that either of the men - Engineer Baird Embury and Fireman Charles Henry White, both of Belleville, Ont., died before the accident occurred, Dr. G. C Lindsay, coroner, said.

His statement squelched rumors that the engineer had died of a heart attack just before the engine of the Ottawa-Toronto train went out of control while travelling at fast speed on the curve entering Kingston station.

No date for the inquest into the accident has been set.

Latest theory on the possible cause of the derailment is that the throttle seized, making it impossible to reduce speed. This suggestion followed the report of an observer who said he noticed the engineer working "frantically" with levers as the train passed before arriving at the station.

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

Tram Workers Go on Strike.

<http://news.google.ca/newspapers?id=Mf8uAAAAIABAJ&sjid=MNwFAAAAIBAJ&pg=3743,320879&dq=railway+railroad+train+cpr+bride&hl=en>

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

New Parkways, Highway Here

Woud 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 frmer lectric railway line between the bridge and Aylmer as a supplementary road developed along parkway lines.

<http://news.google.ca/newspapers?id=PP8uAAAAIABAJ&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 (cerrtain 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," ploice 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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