

Local Railway Items from Area 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.

11/01/1947 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.

23/01/1947 Ottawa Citizen

Ottawa Electric

Tram Trucks Expected Soon

Windshield Wipers For All Street Cars

The Ottawa Electric Railway's \$2,000,000 revamping of its street car system will start at the end of this month with the arrival of a number of new high-speed trucks, it was learned this morning.

Replacement of the present trucks with the new high-speed ones will begin immediately on arrival.

Another immediate innovation will be in installation of wind shield wipers on all street cars. At present only two street cars have been equipped with wipers, and they have been so successful, all street cars will be equipped within three months.

Experiments are being made on street car No. 810 with a pull-cord signal stop as used on OER buses This is with the view of replacing the old type push button bell system.

The pull-cord signal bell system is the same used on the new streamlined PCC cars operating in Montreal and Toronto.

No new buses are expected to be purchased by the company this year, as it was indicated that the OER will concentrate on bringing its present street car service up to the newest possible standards.

The company program calls for new street cars to be built by the Ottawa Car and Aircraft Company, conversion of the 900 and 800 classes to a more modern vehicle, elimination of the old wooden Toronto Transportation Company cars, and gradual elimination of the oldest steel cars of the 600 class.

29/01/1947 *Ottawa Citizen*

Hull Electric

Milloy Damage Action Dismissed With Costs

An action for damages arising out of the death of Emmett C. Milloy, former member of the mechanical staff of The Citizen who was killed by a Hull Electric tram in the tunnel near the Chateau Laurier on February 12, 1946. has been dismissed with costs of the action. The case was heard before Chief Justice of the High Court McRuer and a jury at the assizes here.

Representing the plaintiffs in the action, Lucy M. Milloy and Ronald William (infant), were Gauvreau, Burrows and Devine. The defendants, the Hull Electric Railway Company and the Canadian Pacific Railway, were represented by Gowling, MacTavish, Watt, Henderson and Osborne, and by Ewart, Scott, Kelley, Scott, and Howard.

06/02/1947 *Ottawa Citizen*

Hull Electric

Ask Extension Of Tram Service On Aylmer Line

The Board of Transport Commissioners will be requested to refuse the Hull Electric Railway permission to cease operation of its cars on the Aylmer line until Aylmer, Deschenes and South Hull have a satisfactory bus service, as the result of a meeting of representatives of the three municipalities held in the Aylmer town hall last night.

The meeting was called to discuss plans submitted by the three municipalities which will be given to the Gatineau Bus Company. Through these plans, it is hoped that an adequate bus service may be obtained for the three districts.

The Hull Electric Railway is scheduled to stop its operations on March 31 unless the request for continuation of service is granted.

To Meet Company

Aldermen J. MacLean and O. Guertin, Aylmer, Mayor Fred Farris and secretary Ellwood Eddy of South Hull and Mayor J. E. Cote and Councillor M. Gagnon of Deschenes will meet officials of the bus company on Feb. 19. They will discuss the plans submitted to the company for study and report on the progress made to another joint meeting of the municipalities to be held in Aylmer on Feb. 24.

Among the speakers at Wednesday evening's meeting were Aldermen MacLean, Mr. Guertin, M. Perrier, It. Beaudry and S. Gravelle, Aylmer, Mayor Farris, Councillors Arthur Grimes and William Allen and Mr. Eddy, South Hull, and Mayor Cote and Councillors Gagnon, V. Houle and J. R. Renaud of Deschenes. J. H. Gordon and C. Chatterton, representing the South Hull Veterans Project. A. W. Quesnel of the Aylmer Citizen's League, and Joseph Ste. Marie, barrister, representing Aylmer, South Hull and the Rivermead Golf Club, were also present.

10/03/1947 *Ottawa Journal*

Ottawa Electric

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.

11/03/1947 *Ottawa Citizen*

Prescott

Ottawa West

One-Way Traffic On Wellington St. Bridge

Driving is limited to one-way traffic on the Wellington street viaduct, the result of an accident which damaged one of the steel girders Works Commissioner Frank 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 of the CPR, is undertaking the repair of the girder.

20/03/1947 *Ottawa Citizen*

Hull Electric

Board Declines To Extend Aylmer Tramway Service

Hull Electric trams will cease operations on the Aylmer-Hull route after March 31, it was learned last night at a meeting of representatives of the municipalities of Aylmer, South Hull and Deschenes.

Aylmer had previously requested the Board of Transport Commissioners to extend operation of the trams until Sept. 30. After consideration, the board declined to consent to the petition.

A resolution passed by Aylmer town council last week was endorsed by representatives of the municipalities.

The resolution stated: "that the three joint councils request the Quebec Transport and Communication Board to hold a hearing in the city of Hull as soon as possible to render a decision on the proposals of the three municipalities with the Gatineau Bus Company, Limited, for an adequate bus service between Aylmer and Ottawa." The resolution further asked that should the proposal be upheld by the board and be not in favor of the bus company, that the latter's permit be cancelled.

Legal Firm Engaged

Members of Aylmer council announced that the legal firm of St. Marie and St. Marie of Hull has been engaged to prepare a brief, for Aylmer and South Hull municipalities and to represent them at the hearing at a sum not exceeding \$300. Representatives of the villages of Deschenes, unaware of the legal action which was planned by the two other municipalities, decided to let Aylmer authorities know later in the week if they desired to have the same firm represent them at the hearing.

Present at last night's meeting were Mayor Pilgrim, and Councillors J. McLean, J. Roney, L. Guertin, Martin, Perrier, and R. Beaudry, representing Aylmer; Mayor Cote and Councillors V. Houle and J. Renaud for Deschenes; and Councillor Elliott Lusk and secretary treasurer Ellwood Edey, from South Hull.

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.

Hull Electric Tram Makes Wind-Up Run

Company Concludes 50 Years' Service.

Hull Electric street cars which have been in operation in the Transpontine City as well as between adjacent points, for almost half a century have now disappeared from the streets.

The last street car left the Hull terminus on Aylmer road, opposite the E. B. Eddy Company mill at 12:15 o'clock this morning. Motorman Albert Kidder was in charge of the last car from Aylmer to Hull. On the car was also Andrew Foley, who has been inspector for the company for many years.

Besides Mr. Kidder, the operator who was completing 35 years of service with the Hull Electric, passengers making the final trip included Tom Ritchie, town clerk of Aylmer, Mrs. Alfred Meach and Joseph Rock, also of Aylmer, Lucien Renaud of Val Tetreau, and C. Godin of Hull.

One Of First Passengers

Mr. Rock, who is 72 years of age, told *The Citizen* that he especially wanted to make the last trip, inasmuch as he had been one of its first passengers when the company made its debut with only three trams at the end of the last century.

Mr Rock is also a former employe of the Hull Electric Railway.

The last tram was watched with mixed emotions by a number of Hull residents and Eddy paper mill employes, as it began its final run at 12:15 a.m.

At 12:55, in charge of Mr. Kidder, it turned into the Deschenes barn.

Under the supervision of Bruno Prud'homme, company foreman, No. 38 was housed in the barn, where there are 21 other street cars in perfect running order, the disposal of which has yet to be determined.

Residents of Aylmer, The Gardens, Deschenes and other places along the Aylmer car line will now have to use the buses operated by the Gatineau Bus Company. It was on Dec. 6 last that street cars ceased to operate on Hull streets and the Hull Electric was permitted to operate its Hull-Aylmer line as far as the entrance of the city, near Main street.

Caboose, Refrigerator Car Scene Of Blaze

An old caboose belonging to the Canadian National Railway was completely burned, and an unused refrigerator car partially destroyed by fire yesterday afternoon.

The two cars were on a siding immediately behind the Imperial Oil plant on Catherine street, near Percy. The blaze, which is believed to have started in a small cupboard in the caboose where oil lamps were stored, was confined by firemen to the two cars.

Modernized Trams Now Operating On Hull Circuit

Three Ottawa Electric Railway streetcars are now in service on the Hull-St. Patrick run after being refitted with the new type high-speed trucks, a fourth, which has also been refitted with the new speed truck, is presently in the paint shop and will soon be on a regular schedule on the Hull line.

The new trucks are of a higher speed and quieter than the old, as the result of having a different type herringbone gear and pinion.

All the 22 cars of the 900 class of the OER are to be refitted with the new type truck.

Work is continuing in the reseating and reflooring of all the company's streetcars. The new style seats have been installed in about one-half of the OER streetcars, and the remainder are expected to be resealed by the end of the summer.

A recent innovation on OER streetcars, the installation of windshield wipers, which has proven successful is to be extended to all streetcars. Already about two-thirds of the entire number have been fitted with wipers.

At present the company is experimenting with pull cords for passengers to signal the streetcars to stop. This is expected to replace the old type push-button system.

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 there by Lionel Trotter, an Ottawa taxi driver who recalled taking the "Parson" there.

As on the occasion when President Franklin D. Roosevelt visited Ottawa in August, 1943, the Ottawa public is to be given ample opportunity to see and greet President Truman, Mrs. Truman and daughter, Miss Margaret Truman. These occasions embrace the ceremonial nine-mile drive through the city on arrival Tuesday afternoon at 3.30 at Island Park Driveway railway siding via the Driveway and Sussex street to Government House where they will be guests while here.

Arrangements for the Marian Congress

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Of 50 trainloads of 1,000 persons expected during the four days, 23 will arrive on June 22nd within the space of five hours. City officials will run a belt tram line from a special railway station to Lansdowne Park. This will be the "Day of Consecration," with parades, special sermons and a program of religious music featuring solos by the Dionne quintuplets.

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Track Removal Giant Project

Estimated Cost \$200 Million

By Austin F. Cross

Cross town tracks will disappear; the Canadian Pacific line across the Alexandra Bridge will disappear, industries along the cross town tracks will disappear, and Ottawa will have a joint terminal scheme, in the long range Greber plans, it was learned today.

Estimated cost of re-routing Ottawa's rail terminals is \$200,000,000.

The whole railway map of the Capital will be re-drawn, and among railways to disappear will be the CPR line to Sussex street through New Edinburgh.

Plans may take, as much as half a century to mature in some cases, while other alterations may be almost immediate.

The cross town tracks from the Deep Cut through Ottawa will go, and in their place a joint transportation scheme will handle trains for Arnprior and Renfrew over the CNR, on the other Canadian National line which runs through Billings Bridge and crosses the Rideau near Hog's Back.

The Canadian Pacific will abandon its route through Hull, and go out on its own rails, or some joint rails, and will branch off, as far as Carleton Place and Pembroke are concerned, at a point in the Graham Bay-Bell's Corners area.

Industries located on the cross-town tracks will be moved, and relocated, presumably along a line either back of Billings Bridge, or a new line re-routed even further south. Compensation is to be provided for industries obliged to move

The new railway station as generally known, will be further down toward the Deep Cut. Some locate it opposite Daly avenue, some move it down past Varsity Oval. Final location is not determined.

The roundhouse and shops just beyond the Canal in Ottawa east are to disappear, and will be rebuilt' in modern style away out, presumably in the Bell's Corners-Graham Bay area.

Joint Trackage

The railways will use joint trackage, presumably under a terminal scheme such as in Toronto, or in big American railway stations.

The New York Central shops and station will disappear, and it too will be located In the outer perimeter of the revamped city.

The CPR roundhouse in Hintonburg is to disappear, and the railway yards down on the flats will be moved further west.

Consultations between CNR engineers, CPR engineers and Greber's staff are continuing, with a view to clearing away many problems.

Some of the plans are exceedingly long range, and many now living will not see some of them, but a start is to be made soon.

The cost is estimated at \$200,-000,000, but spread over 50 years, would seem like much less.

Special Trains Bring Thousands to City

5,900 In Morning

Pilgrims Jam Union Station

The greatest influx of visitors in Ottawa's history was in full swing at the Union Station today, where only this morning, 5,900 Marian Congress pilgrims were brought to the Capital in seven special CN and CPR trains.

Beginning at eight o'clock this morning the specials began rolling into the station, disgorging hundreds of lay and clerical visitors. Boy scouts, girl guides, and representatives of Catholic parish or ganizations.

Young And Old

Young and old - the pilgrims came, clutching suitcases, handbags or lunch boxes, and wearing Marian Congress emblems or waving flags. They moved In solid throngs through the outer concourse and jammed the station proper to capacity. Directions were shouted, maps were scanned and the crowds moved into the city via taxis, street-cars and buses.

As one train-load moved out of the station, railway officials braced themselves for the next arrival. Between times this morning a half-dozen bright new garbage cans were added to the station's interior, for tons of refuse dropped.

A pilgrimage organized by Le Cercle Lacordaire of Quebec city was the first to check in, arriving at 8.10. President Noel Berube led his 400 compatriots into the station

One hour later, a special 16-car Canadian National train brought 1,480 additional visitors to the Capital. These too, were from Quebec city and were oreanized by La Garde Champlain.

At 11.20 practically the whole town of Maniwaki headed by Father Castonguay parish priest, came marching into the Union station. The Maniwaki people were transported to the Capital by an eight-car CPR special.

Next in turn came a party of Catholic boy scouts from Montreal, carried in a 13-car special. Another 13-car CP special carrying boy scouts rolled in at 11.55.

These lads were. from Place Viger.

Arriving at one o'clock was a party from Joliette diocese. They had occupied nine railway cars. Scheduled for 3.45 this afternoon was another group from Grandmere. Que.

In between specials, activity at the station was heightened by the arrival of regular trains. Today's schedule calls for 12 regular CN and 19 regular CPR trains.

Peak On Sunday

Railway officials say the peak traffic will not come until Sunday. Even the old Broad street station will be pressed into service on Sunday by CPR. with 17 special trains coming In. Fifteen thousand are expected by CPR on this day.

Meantime CN trains keep thundering into Union station, bearing thousands of pilgrims. At least 20 special trains will arrive at the station between midnight tonight and early tomorrow morning.

For a time this morning the station looked like the center of a boy scout jamboree. Approximately 1,000 of the lads, largely from Montreal, came in on two specials. They sang and waved and then marched in formation into the inner concourse. Greeting the boys were Paul McNicoll. Ottawa diocesan scout commissioner and J. L. Houle. Montreal scout commissioner.

Hundreds Of Students

Hundreds of students poured into the station, usually in charge of priests or nuns. For some time the Chateau Laurier was taxed to capacity when a great crowd of young students swarmed through the station tunnel and swarmed all over the hotel lobby.

Most color ful arrivals were two members of the Papal Zouaves Guard. They were dressed in the traditional grey uniform, trimmed with red pantaloons, white spats and kepis. The main body of Zouaves arrives Sunday.

Station officials were coping with the unprecedented crowds in magnificent fashion. There were no accidents and the traffic generally flowed smoothly.

With most of the pilgrims being from Quebec, the predominant language in use at the station was French. Roles were reversed when even the "mangled" French of reporters was called into play in the giving of directions.

Each succeeding crowd seemed vested with a happy, festive air. They were coming to attend a solemn religious event, but they had not need of solemn faces.

The visitors chatted gaily with one another and occasionally brcke into song.

Local citizens present in the station, stared with mouths agape at the great crowds. They had seen nothing like it in Ottawa's long history. Said one Ottawan: "I heard talk about 200,000 coming to Ottawa and now I can well believe it."

Concensus of transportation men in Ottawa was that from here in. "the rush is on."

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.

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.

Visitors Advised To Delay Leaving

In view of the exceptionally heavy volume of railway traffic developing in Ottawa for homeward-bound movements from the Marian Congress on Sunday night, railway officials recommend that all passengers who conveniently can delay their departure until Monday or Tuesday would be well advised to do so.

Mass Exodus as Congress End

Probably the greatest mass exodus of people from a city since the evacuation of Paris before the German onslaught in 1940 transformed the Ottawa Union Station last night into what might be termed a replica of the "Black Hole of Calcutta."

The station's concourse and platform were "packed to the rafters" with thousands of Marian Congress visitors returning to their homes in all parts of Canada. Thousands more waited patiently with their suitcases outside the station, while jam-packed street cars steadily augmented the milling crowds.

With the temperature soaring in Ottawa's first real heat wave, the Congress visitors wedged into the station, almost shoulder to shoulder. Police, railway authorities and members of the St. John Ambulance Brigade averted what might have been a complete shambles in the station by efficient direction of the growing multitude, and quick action in hundreds of calls for first aid.

Two first aid stations manned by St. John Ambulance Brigade nurses under the direction of Ernest Villeneuve. Mrs. Irene Arpin and Mrs. M. Hanson, wrestled with hundreds of cases of fainting, blisters and heat exhaustion. The efficient work of the Brigade, which soon used up all available first aid supplies under pressure of incessant demand, greatly alleviated the distress of victims of heat and excitement.

The crowds were regulated by some 30 city constables, RCMP constables and CPR police who breasted the incessant tide of travellers keeping order and regulating the number of people who could safely be allowed into the station at one time. Only those whose trains were due to leave the station within the next half-hour were allowed to enter. Others had to content themselves with tired vigil outside until their trains were ready.

A steady departure of special trains began early in the evening from Broad Street station and the freight yard as well as Union Station. Towards midnight, the trains were packed to the doors with passengers as those who had lingered near the repository at Lansdowne Park to watch the fireworks display hurried to the stations.

After midnight, trains left the stations only minutes apart as hurried train crews wiped away perspiration.

Police reported that many of the people who had been out in the dazzling sun all day attending the final phase of the great Marian Congress showed the effects of the heat by docilely following directions. This aided authorities in their efforts to keep control of the mighty crowd, and there was a conspicuous lack of confusion on all fronts.

Zouaves Give Display

Groups of Pontifical Zouaves, attired in their heavy woollen uniforms, made a colorful but uncomfortable-looking picture in the great crowd. A party from a Valleyfield company relieved the strain of waiting by putting on a gymnastic exhibition in a tiny clear space in the mob which jammed the upper concourse.

The smooth operation of the trains leaving in quick succession was due mainly to the efficient management of the station staff under the direction of CPR and CNR traffic experts sent from Toronto and Montreal to supervise the movement of this great mass of people. Throughout the peak rail traffic period of the week-end, there has been neither accidents nor confusion.

In addition to police personnel assigned to direct the crowds at the station entrances, many plain-clothes officers circulated continuously through the throng, keeping their eyes open for pickpockets and petty thieves.

Most of the travellers were people who had come from Montreal aboard 83 special trains yesterday for the last day of the Congress. Second largest group waiting in the station was from Pontiac county.

Crippled Pilgrims

A large number of crippled Congress pilgrims who arrived soon after 7 o'clock yesterday morning at Broad street station from Montreal in a special train staffed by 25 members of the St John Ambulance Brigade were among those who were first to leave for their homes. They were taken under the supervision of Brigade members and nurses to the Broad street siding where they boarded another special section for the return trip. The movement of people in wheel chairs, and the assisting of those with crutches, into the cars, was carried out with great efficiency, and with the minimum of confusion.

After the first crush of the crowd had dissipated as the special trains streamed out of the station, the exodus became a little slower. The Union Station, however, was packed for hours after midnight, and, by five o'clock, nearly 80,000 people had been handled by exhausted officials.

Many more Congress visitors preferred to wait until late today to travel, hoping that the first rush for the trains would be over.

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.

Automobile Hit By CPR Flyer**Youth Escapes Death In Crossing Crash**

A miraculous escape from death was experienced at 8.22 o'clock this morning, by Eroyn Monette, 18, of 26 Bourque street, Wrightville, whose automobile was struck and carried a distance of more than 50 feet by the eastbound CPR Transcontinental flyer.

The crash occurred at a private level crossing on Ross street, which leads directly into the Burgess Tools Manufacturing plant.

Witness Crash

Fellow employes of the youth who witnessed the accident, told The Evening Citizen, that Monette had driven his car from the plant yard at about 8.20 a.m. and apparently not realizing the swiftly moving train was due to pass the company property, drove onto the level crossing. The front of the massive locomotive struck the 1933 Plymouth sedan and it was reduced to a twisted pile of wrecked metal and fabric.

Hurtled along the right of way by the force of the impact, overturned once, the wrecked car came to rest, right side up with the dazed and bleeding driver seated behind the steering wheel which pinned him to the rear of the front seat. With considerable difficulty he was removed by fellow employes, including Donald Monette, the youth's brother, through the battered right front door.

Donald Monette, fearful for his brother's condition, immediately telephoned A.E. Veitch and son for an ambulance which conveyed him to the Ottawa Civic hospital. Dr. C. A. Young, under whose care the injured youth was placed, described his condition as "fair" although he was suffering from severe shock. The full extent of his injuries have not as yet been determined.

Whistle was Sounded

Train engineer John Beath of Smith's Falls, told Nepean township Constable Andrew Wilson that the train was eastward bound into Ottawa and from the Parkdale level crossing the whistle was sounded as was the bell and kept going to and past the point of the accident.

Joseph William Larochelle, North Bay, the conductor in charge of the train, and Fireman John Simpson of Brockville, corroborated the engineer's statement.

They expressed surprise that Monette was unable to see and hear the approach of the powerful locomotive.

At the point of the impact a gravel and sand surfaced read crosses the single line track. At the northern side there is a shallow grade with east and west views along the track unhindered by bushes or natural terrain curves. The southern side of the road across the track dips lightly downwards towards Scott street wrh similar unimpeded vision in either direction.

Monette is an employe at the Burgess tool plant.

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.

Passengers Leave Burning Tram On Britannia Line

Forty passengers hastily abandoned an OER street car on the Britannia line when a small blaze broke out in the rear of the tram shortly before 8.30 o'clock last night.

Nepean firefighters, employing chemical extinguishers, quickly quelled the blaze which was believed to have started in the motor. Traffic was interrupted for about 15 minutes before the immobilized street car was pushed to a side track.

The Incident occurred near Golden avenue in Westboro while the car was westbound. As smoke poured up into the rear, the operator brought the tram to a halt, while the passengers made a hasty retreat through the front door. There was no panic and no one was injured.

On arriving at the scene, the Nepean fire department, brought the blaze under control before any serious damage resulted.

After traffic was restored all passengers from the first tram were transferred to another car to resume their journey.

Enginemen 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 line, 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.

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 disembark 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.

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.

Railway Veterans Revive Times Of Canatla Atlantic

The diminishing ranks of the Canada Atlantic Old Boys Association last night were shown a CNR-sponsored short, "A Ticket to Jasper," made especially to attract paying customers ... all the old railroaders had free passes tucked in their pockets.

The film, shown in the convention hall of the Chateau Laurier concluded the first day of a two-day reunion of the old railroadmen, who have gathered here from every province and points in the United States.

The railwaymen are employees of the old Canada Atlantic Railway, the first line of which was opened from Ottawa to Coteau, Que., in 1882 by the late J. R. Booth.

Another line from Coteau to the international boundary was opened in March, 1890, and another from Coteau to Parry Sound in 1896.

Moved To Montreal

It was in 1905 that the general offices here were moved to Montreal to become a part of the Grand Trunk Railway.

Oldest member of the association at the reunion is A. R. Holtby, who travelled from his home in Vancouver, B.C., on a "life pass" given him by the CNR in appreciation of his 50 years' service; He started with the Canada Atlantic Railway in 1881 and retired as a member of the Canadian National in 1931.

M. T. Ashe, this year's president, himself reaches retirement age next April and expects to make his final run at the throttle of the crack passenger transcontinental train on its Montreal to Ottawa run.

Aged Hull Trams Going To Pasture Life Of Ease For Ancient Cars Now To Be Used As Collages And Diners By Thomas II. Turner Evening Citizen Staff Writer
In the Hull Electric's street car graveyard at Deschenes, strange things are happening to the once proud street railway trams which, at the turn of the century, were tops in their class.

The Hull Electric Railway has sold all its former rolling stock to a Montreal firm for an undisclosed figure. The Montreal firm in turn has resold the old street cars, snowplows and work cars to individuals who are remaking them into all-year round homes, summer cottages and diners.

The street cars in the very near future will all have been relocated far from the rusting track on which they once ran from Ottawa in their hey-day to Queen's Park, Aylmer. Carted Away

Small towns in the district are being surprised these days as the streets cars, minus wheels, are carted through the streets on huge, heavy, trailer-transport on their way to summer resorts and elsewhere.

Of the 28 pieces of rolling stock, four pieces have already been relocated. One is to become an all-year round home for a Billings Bridge resident, who was hit by the housing shortage. This is No. 205, a double window job, which was sold at \$250, the highest price for the cars which have fallen into disuse.

Old No. 10, the oldest but most respected piece of rolling stock, is being reconverted into a summer cottage at Phillip's Lake, near Quyon. This revered piece of equipment at the turn of the century carried the then Prince George and Princess Mary from Ottawa to the Royal Ottawa Golf Club on the Aylmer road.

Old 250 Goes

Thursday No. 250 saw its last of the shining rails as it was Jacked up onto a huge trailer-transport and whisked over the highways to a spot on the Madawaska river near Calabogie. This is to be the start of a summer home for W. K. McCurdy, woodwork teacher at Kent street school, who plans to have a modernized cottage with running water and all conveniences.

A former car on the Belt Line North schedule, No. 250 was jacked and hoisted onto the two-sectioned trailer-transport by an expert crew. The crew heard many curious remarks as they transported their odd cargo through the various towns enroute to the tram's new location.

"That's the nearest our town will come to getting streetcars." quipped one old-timer as he lounged outside a favorite hangout.

Several Diners

One buyer has purchased several street cars, which he plans to dot around the countryside as diners.

None, of the buyers names could be secured, except that of Mr. McCurdy, who was on the spot supervising the shifting of his "summer home" when The Evening Citizen visited the Deschenes barn.

Although the sweepers, work cars and snowplows have all been sold to individuals it could not be learned definitely to what use they would be put. One however, it was reported, was going to be made into a hen-house.

The Montreal firm, which purchased all the rolling stock of the former street railway, did not buy the "barn" nor the new, unused equipment still in the storerooms. The Deschenes. barns are still being used to house some of the equipment of the Gatineau Power company.

From \$100 To \$250

The sale price of the trams ranges from \$10 to \$250. It was not disclosed for what amount the other rolling stock was disposed of by the Montreal firm.

H. Kilpatrick's is the only member of the Hull Electric Railway Company still about the barns. He is looking after the company's interests there while the changeover is being made.

Tram Employees Get Wage Boost

CORNWALL, Aug. 29 (Special) Provision for wage increases of from one to six cents per hour in some departments was made today in the rulings of an arbitration board which investigated a dispute between Local 846 of the Amalgamated Association of Street Railway and Motor Coach Employees of America ATL and Cornwall Street Railway. The rulings also provided for a slight change in the company's policy for overtime.

Headed by Judge J. G. Harvie, of Barrie, the board reported that the increases allowed indicated a higher average wage rate in Cornwall than in Ottawa and Hamilton for street railway employees.

The arbitration followed a two-day strike staged by street car operators early in August. Both parties have agreed to abide by the board's decision.

Tram Workers Go on Strike.

Cornwall Walkout Ties Up Traffic

CORNWALL, Sept. 2 (Special) Cornwall was without street car and bus service today as members of local 946, Amalgamated Association of Street Electric Railway and Motor Coach Employees of America, AFL went on strike over a wage dispute with Cornwall Street Railway Company.

About 90 tram and bus operators are involved in the strike which not only tied up cars and buses but also immobilized freight traffic to local industrial plants. Union members voted last week to strike to-day unless the company acted to meet their demands for a blanket wage increase of twelve cents an hour. An arbitration board ruling last week provided for increases from one to six cents an hour and scaling of pay for various departments.

Peaceful Ticketing

The union claimed the board had exceeded its authority by scaling wages instead of dealing with the request for blanket increases. Picketing was carried out today at the car barns in a peaceful manner. Six to 10 men were permitted to work at the power sub-station operated by the company and were available for emergency duties.

The strike, second launched by the union within a month greatly inconvenienced industrial workers and school children, who this morning were forced to walk through a heavy rain or obtain private transportation. Taxi cabs were in great demand to cope with the school opening rush. Company officials said they would present their views on the dispute in an advertisement to be published Wednesday.

Workers Return

Wage Settlement At Cornwall

CORNWALL, Sept. 9 (CP) An eight-day strike of street car and bus operators ended today as the union membership accepted a wage settlement proposed yesterday at a conference called by Ontario Labor Minister Daley.

The 90 strikers, members of the Amalgamated Street Electric and Motor Coach Operators of America (AFL), were granted a wage increase of five cents an hour, retroactive to last May 1, plus three cents an hour starting from their return to work today. Overtime payments also were arranged.

Toronto Meeting

Officials of the union and of the Cornwall Street Railway Company met with Mr. Daley in Toronto yesterday. Louis Fine, government conciliation officer, also attended.

The new agreement superseded a recent arbitration board decision which granted increases ranging from one to six cents an hour. The union had rejected that decision and went on strike Sept. 1 to enforce its demands for a 12-cents-an-hour boost.

It was the drivers second strike within a month. The first ended with the appointment of the arbitration board.

Return to work of the tram employees was welcomed by Cornwall citizens who had been forced to walk during the week strike. Most inconvenience was caused to employees in Cornwall's industries.

Threat Disappears

Settlement of the strike ended what was considered a serious threat to continued production at several Cornwall industries.

The Canadian Industries, Ltd., plant here was reported Saturday in a "critical" position. Courtauias (Canada) Ltd. which operates a huge rayon mill, said future operation would depend on CILs ability to supply caustic soda.

Industry as well as public transportation was affected because the street railway company uses electric locomotives to haul standard railway box cars and tank cars into local plants.

By late last week some industries were using trucks to keep supplies moving. In one case, bulldozers were used to shunt freight cars around company property.

These settlement terms were announced in Toronto by Mr. Daley:

1. A general wage increase of five cents an hour, effective May 1, 1947, and an additional three cents an hour general increase, effective when the employees returned to work.
2. Time and one-half for all time worked in excess of 8 1/2 hours in a working day, except where work hours are changed by mutual agreement.
3. Time and one-half for all time worked in excess of 48 hours in any regular work week.
4. Time and one-quarter for Sunday work to car and bus operators only. This will not apply to employees called out on Sunday to do work which is not part of their regular work week.

Mr. Daley's announcement said the wage terms were to remain in effect until expiration of the existing agreement May 1, 1948.

12/09/1947 *Ottawa Citizen**Ottawa Electric**Coburg Street*

Runaway Tram Crashes Barn

A runaway OER tram was almost the cause of a serious accident, while backing into the Co-bourg street car barns, about 6.30 o'clock last night, when it crashed through the rear wall of the building, scattering bricks for a considerable distance along Augusta street. No one was hurt by the flying debris, and the street car stopped dead, a 15-foot plunge to the ground below being averted.

Moving up a wooden ramp after entering the barns from Cobourg street, the tram, in charge of Ben Greenberg, 359 Rideau street, jumped a wooden block as it near-ed the rear of the building and went hurtling against the brick wall, which faces Augusta street. The rear trucks of the tram left the rails, almost sending the empty conveyance to the cement landing under the platform.

Before brought to a halt the back of the tram plowed into the wall, ripping a hole about 15 feet square. The shower of bricks and mortar sent up a huge cloud of dust, while pieces of debris were hurled over a widespread area.

An inquiry into the mishap was immediately started by OER officials. It was learned that the tram plowed into the wall after the motorman momentarily took his hands off his controls to brush a cinder from his eyes.

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=PP8uAAAIBAJ&sjid=MNwFAAAAIBAJ&pg=3031,4037464&dq=railway+|+railroad+|+train+|+cpr+|+bride&hl=en>

29/09/1947 *Ottawa Citizen**Ottawa Electric*

Little Confusion as Ottawa reverts to Standard Time

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Even the new clocks in the OER trams were back on standard time

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

Railway Spur, Dump Allowed In Gloucester

Gloucester residents attempts to preserve the area adjacent to the cCapital as a residential district suffered two more blows Monday when permission was granted to the the CPR to lay a spur line crossing the Heron road, and the city of Ottawa was authorized to buy land near Billings Bridge to establish a refuse disposal site.

Council granted the application of the Ottawa Board of Control for permission to purchase land owned by Alex A. Brule, lot 19, in the Junction Gore west of Smith's crossing and . Gateville subdivisions, and south of the CNR tracks, almost due south-west of the Ottawa Brick Co. plant. Permission was granted subject to the working out of a satisfactory agreement between the two municipalities.

After almost two hours discussion, council passed a resolution moved by Councillor Davidson and seconded by Councillor Keenan, granting the CPR permission to lay a spur line from the Ottawa Prescott line, to enter the new bulk storage plant of the McColl Frontenac Oil Co. A proviso was included in the resolution that the new track must be level with the existing track. and the whole crossing be levelled to the satisfaction of the municipal road engineer.

Paul Barker, district manager of the McColl-Frontenac Oil Co. and R. E. Farmer, CPR division engineer of Smiths Falls, presented plans covering the proposed crossing and Cuthbert Scott appeared as legal representative. Allan K. Hay, FDC superintendent, present on behalf of the Ottawa Area Planning Board said he could see no serious objection to the new crossing.

Township Clerk Guest read a lengthy petition from district residents who protested against the laying of a siding on the grounds that the oil plant would create an offensive odor and the shunting of cars would result in sleepless nights and also lower the value of property in the vicinity. Mr. Barker earlier said shunting would be done only once or twice a day. Three of six 20,000 gallon oil storage tanks are to be erected immediately in the same locality already used by the British American Oil and the Shell Oil companies, Mr. Barker revealed

25/10/1947 *Ottawa Citizen**Ottawa Electric*

City to purchase OER if vote is favorable

By unanimous vote the City Council, at a special meeting held last night, decided the city should take over the Ottawa Electric street railway system on Aug. 13, 1948. at a price to be determined by arbitration in accordance with the terms of the agreement between the city and the OER, or by mutual consent.

The purchase of the assets of the street railway company is. however, contingent upon the ratepayers giving authority to the city, by vote, to purchase the transportation company. It stated last night that the vote of the ratepayers will be taken as early as possible in 1948. According to the agreement between the city and the OER the vote must be taken before Feb. 12. 1948. by which time the city must give the street railway company notice of its intention to take over the assets of the company.

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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 Montrealese 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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16/12/1947 *Ottawa Citizen**Ottawa Electric*

Fire In Tram Delays Traffic

Street car traffic in the west- end was interrupted for about 20 minutes last night as a result of a fire outbreak in the motor of a Britannia tram, shortly after 6.30 p.m.

Proceeding westward on Albert street, near Empress, the passenger-laden tram was brought to a halt when flames suddenly flared up from underneath and believed to have been caused by a short circuit in the motor. The occupants quickly disembarked in an orderly manner, while an alarm was turned in. On arriving on the scene, firemen quickly quelled the blaze before serious damage could result.

Traffic was resumed after an OER repair crew, with the assistance of, another tram, towed the demobilized street car back to the Champagne barns.

Greater Ottawa Scheme is up to Municipalities

50-Year Program Outlined

Huge Industrial Areas Designated

Final plans for the Ottawa of 1975 show elimination of cross-town tracks, a new passenger station south of Billings Bridge, and 6,596 acres of industrial area on two sides of the Ottawa river. These plans were revealed today by Fred Bronson, chairman of the Federal District Commission.

In discussing the Ottawa of Tomorrow, Mr. Bronson also hoped that some day, all the transportation systems of Ottawa and Hull would be amalgamated into one, and that the Ottawa Electric, the Hull Transportation company, and the Eastview Bus company, just to mention three, would all be blended into one.

Mr. Bronson emphasized early and often that these plans committed nobody to anything, they were not mandatory, and would only be workable if all parties agreed. By all parties he included the federal government, the provincial governments, and the various municipalities on both sides of the river.

The new plan, which has the blessing of the National Capital Planning Committee (which is endorsed by the Federal District Commission) and which has caused no specific objection from the railways, has been more than year in the making.

Main Features

Outstanding features include:

1. Location of Ottawa Union Station a quarter mile east of Bank street, off Walkely road, which in its turn is two miles south of Billings Bridge.

2. Elimination of all cross-town tracks including:

(a) CNR across Bank street.

(b) CPR tracks over Alexandra Bridge to Hull.

(c) CPR tracks past Dow's Lake.

3 Creation of five industrial areas. The total of 6,596 acres is distributed as follows: Township of Gloucester 4,054

Township of Nepean 958

Township of Templeton 1,213

Township of Hull 262

City of Hull 109 ,

6,596

4 Creation of a freight terminal which would penetrate as far north and west as a point close to the present Rideau Military Hospital, and would be used for trucking tracks, and the handling of "LCL" (or less than carload lots) freight.

5 Realignment of a semi-belt line to be operated by both railways, which will skirt the city, and permit through trains on both railways to operate straight through the city, instead of all around it.

New River Crossing

6 Creation of a new river crossing for the railways east of Rockcliffe airport, and west of the town of Orleans, over across the Duck Islands to join the North Shore line at East Templeton.

7 Cut out the Broad street yards, the roundhouse in that area, and eliminate the railway tracks through Hintonburg.

8 Cut out all railway operations between the Rideau river and the Union Station.

9 Give a new lease of life to Nepean township through the creation of an industrial area in that sector. 10 Ipso facto this means the elimination of industry along the Hull waterfront, and the conjectured move by at least one big industry down-river to a new site.

"This," said Mr. Bronson, "is the day to which I have long looked forward. This is the day I have been wanting to happen for quite a while."

He pointed to two maps, one showing the city of Ottawa as it is now, with its network of cross-town tracks, and the other showing the Ottawa of tomorrow.

Struck By Train Boy Badly Hurt In Railway Yard

Apparently struck by a shunting train while playing alongside the CPR tracks close to the Redpath street railway yards, Francis Longo, aged 10, of 939 St. Dominic street, Montreal, shortly after two o'clock yesterday afternoon sustained injuries which partially severed both his ears.

Rushed to the Ottawa General Hospital by Maurice Laframboise, 84 Redpath street, an uncle with whom he was visiting during the Christmas season, he was placed under the care of Dr. Alfred Larocque who, after treating the injured members reported that a plastic surgery operation would be necessary to restore them to a normal condition.

Details surrounding the cause of the accident are as yet vague. The boy, not being able to explain how the moving train struck him or in which position he fell to suffer his injuries. All he was able to tell Constables Frederick O'Connor and Fernand Grouleau was that he was running up the incline towards the tracks when he was struck.

Despite his injuries he picked himself up and ran towards his uncle who was loading coal in the railway yards. The uncle took the youngster to hospital in a truck.