

Local Railway Items from Area Papers - 1949

19/01/1949 Ottawa Citizen Canada Atlantic

Railway Men Hold Annual Reunion Here

Two engineers, a chief dispatcher and a train serviceman. 1914 vintage, yesterday were elected to the executive of the Canada Atlantic Railway Old Boys' Association at the annual meeting of the group held in the Chateau Laurier.

It was the 15th meeting of the association since the Canada Atlantic Old Boys first got together again in 1935. More than 30 members of the association and its ladies' auxiliary were present.

President Named

E. Calcutt, a onetime engineer with the old railway, which in 1914 was absorbed by the Grand Trunk Railway Company, was elected president. Other members of the executive are: W. H. Taylor (engineer), first vice president; R. E. Merkley (train serviceman), second vice president, and H. E. Landon (chief dispatcher at Ottawa), secretary treasurer.

C. Rowley Booth, grandson of J. R. Booth, builder of the -Canada Atlantic in 1882, was named honorary president.

The ladies' auxiliary elected Mrs. James Conley as president and Mrs. M. T. Ashe, secretary treasurer.

In announcing plans for the annual reunion to be held here this year on Aug. 10, the president pointed out that, during 1948, 15 members of the association had passed away.

The Canada Atlantic went into operation on Sept. 11, 1832, linking Ottawa with the main line of the Grand Trunk at Coteau Junction in Quebec. The line was purchased by the Grand Trunk in 1905, and in 1914 was amalgamated with the big system which later was to become the CNR.

01/02/1949 Ottawa Citizen Chalk River Renfrew

Found In Train Throat Slashed

RENFREW Reported in fair condition by police authorities this morning, a young Montreal man, William H. Simpson, 25. who is suffering from razor slashes about the throat, believed to have been self-inflicted, is still under medical observation in Renfrew Victoria Hospital. Simpson was removed from a Westbound CPR train at 1 a.m. this morning after being discovered in the train washroom by crew members. Identification was obtained from the man's wallet. Police Chief Greer said this morning he felt the man was suffering a mental condition.

01/02/1949 Ottawa Citizen Renfrew Arnprior

Same Train Hits 2 Cars No One Hurt

ARNPRIOR Two prominent local residents yesterday missed death by a narrow margin, when their automobiles collided at two different points in town, with a Canadian National Railways freight train.

Involved in the two accidents, which occurred at noon, were Percy J. Lindsay, head of the local unemployment insurance commission and chairman of the Board of Education, and J. A. MacKlem, well known local tobacconist.

Mr. Lindsay was proceeding south on Russell street, while the train was backing east from the local depot. Due to falling snow and a building adjacent to the track, Mr. Lindsay apparently did not see the approaching train.

Brakeman Gregory Gaffney, who was on the rear car that smashed into the Lindsay vehicle, leaped from the train to prevent his being jammed in the wreckage. The Lindsay car was struck in the right front section, whirled around and struck again in the back and hurled against a telegraph pole, where it telescoped between the pole and the train, Mr- Lindsay escaped uninjured while the automobile was totally wrecked.

The same train, shortly afterwards proceeded slowly ahead in a westerly direction towards the depot, when two blocks from the first accident it again piled into an automobile, this time driven by Mr. MacKlem. MacKlem did not see the approaching train quickly enough and his vehicle was struck in the rear left and swung around sideways on the edge of the crossing. Mr. MacKlem was uninjured, and damage to his car was slight.

This was the fourth railway crossing accident in Arnprior within two weeks, all of a similar nature. Constable J. S. MacDonell investigated the Lindsay accident, while Constable E. Hunter handled the MacKlem crash. Both belong to the local detachment Ontario provincial police. The train crew included Charles Niell, conductor; Harold Sheenan, engineer; Gregory Gaffney, brakeman.

03/02/1949 Ottawa Citizen Brockville Bell

Train kills eight horses.

Brockville - Pool train No. 559, of the Ottawa-Brockville run, speeding from Smiths Falls towards Brockville soon after five o'clock Wednesday afternoon, struck a group of horses which had wandered on the track at Bell's crossing and killed eight of them. One of the eye-witnesses of the accident reported that "the sky was red with blood" when the train ploughed into the animals, the property of Joseph O'Grady of Franksville, eight miles away.

O'Grady had them on the property of Ed. Davis, not far from Bell's crossing and intended taking them to Prescott Thursday to be sold. The train was delayed about five minutes on arrival here. It was in charge of conductor E. Tapp, Ottawa and engineer Broom, also of Ottawa, was at the throttle.

Truck Hit By Train

Ernest Laliey, 35 Critically Hurt

Ernest Lahey, 35 -year-old truck driver, of 135 Hinchey avenue, was critically injured shortly; after 8:15 o'clock this morning, when, the truck he was driving was struck and totally demolished by the Transcontinental Flyer at the Parkdale avenue-Scott street level crossing.

Hurled clear of the wreckage by the terrific impact, the severely injured man was picked up more than 20 feet away from the point of the impact. Rushed to Ottawa Civic Hospital by the Exclusive Ambulance service, Mr. Lahey was found to have sustained a fractured right knee, and broken left arm, severe head and scalp injuries and undetermined multiple internal injuries. His condition is regarded by hospital authorities as critical.

War Veteran

Sgt. William Cowan and Constable Arthur Poster of No. 2 police station, who investigated the accident, reported that Mr. Lahey, a veteran of the last war. was driving his truck south on Parkdale avenue and over the crossing when the crash occurred.

The train, at the time, was slowing down to make a stop at the Ottawa west station. It could not be determined whether the whistle had been sounded.

Jack Beath of Smiths Falls, the locomotive engineer, told police he did not see the truck as he approached the level crossing and was not aware that the collision had taken place until he had been informed by Jack Simpson of Brockville, his engineer.

The terrific impact lifted the heavy truck in the air, carried it a distance of some 30 feet and then scattered it along the right of way. The front wheels and assembly was ripped from the truck and hurled onto the north side of the tracks almost against the walls of a small frame house.

The cab of the truck was torn from the frame and ripped to pieces before crashing against a telephone pole on the northeast corner of the level crossing. The heavy motor was ripped from its mounting and tossed some distance away from the point of the collision. Pieces of wreckage were scattered along the right of way for 60 to 70 feet, and one shock absorber and a rubber belonging to the driver were found more than 150 feet away from the twisted pile of wreckage.

Remains Conscious

Throughout the entire crash, Mr. Lahey remained conscious and shortly after being admitted to hospital he gave a full account of the accident to Sgt. Cowan and Constable Foster

21/02/1949 *Ottawa Citizen**Prescott**Ottawa West*

R. D'Amour Dies Under Freight Car

A 28-year-old CPR yardman died almost instantly last night shortly after ten o'clock when the wheels of a box-car passed over his body, severing his left leg, at the Ottawa West freight yards.

Robert D'Amour, 374 Gloucester street, is believed to have died from shock and loss of blood seconds after the train passed over him. He was taken to Civic Hospital by Exclusive ambulance and was socially pronounced dead on arrival by CPR Doctor R. Lome Gardner.

According to reports from CPR officials, D'Amour was working with two other men, yard foreman Richard Milks, 97 Booth street, and yardman Roger Nagie, 547 Lisgar street, at the time of the accident.

The men were working with box-cars being moved by the switching engine and it is believed that D'Amour fell under the car as the engine was moving backwards.

It is believed that the yard foreman, Richard Milks, had called out to ask where D'Amour was and had heard the injured man say, "I am under the car." On investigating, Milks found D'Amour under the car and was told "don't touch me." D'Amour died seconds later. He had been working on the four to twelve shift. Coroner Dr. W. T. Kendall, who was called to the scene, ordered removal of the dead man to the Civic Hospital. He stated that an Inquest will be held only if a report of the accident by CPR police warrants it.

Constables Dean Halliday and Leo Goyette, of number two police station, responded to the alarm in a radio car.

D'Amour is survived by his widow.

23/02/1949 *Ottawa Citizen**Prescott*

Mail to Kars Travelling by Train Again

Mail from Ottawa to Kars, Ontario, will be dispatched in future by train, thus reverting to its original schedule, postal authorities announced here last night.

The regular mail service between the capital and Kars was interrupted while repair work was being carried out to the Rideau river bridge, about half way between Osgoode and Kars. Postal authorities, in the meantime, sent mail from the capital for Kars by bus to North Gower, where the mail man picked it up. From there it was taken to Kars by automobile.

With repairs to the bridge advanced to the stage where traffic is allowed over it between 5 p.m. and 8 a.m. mail may now be taken off the evening train at Osgoode and motored into Kars.

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 "The fill-gap service was found unsatisfactory," another postal official said. "There were several delays and the service was anything but what it should be. Now, with our man able to meet the evening train daily at Osgoode, people in the area will be assured of getting their mail on time."

24/02/1949 *Ottawa Citizen**Prescott**Ottawa West*

Less Smoke in Yards

There will be less smoke and hooting and banging at the Ottawa West and Hull West railway yards from now on with the introduction of two new diesel-electric switching locomotives by the CPR.

The move, timed to coincide with Ottawa's smoke-abatement policy, was announced by Robert McEwen, assistant superintendent at Smiths Falls.

Two such switching engines will be operating in Ottawa and Hull by next week. The first of the pair, No. 7088, is due here from Montreal this afternoon and is scheduled to go to work immediately on a 24-hour basis in the CPR's Ottawa West yard tomorrow. The second - No. 7089 - is expected early next week and will be utilized in the two transfer services, morning and afternoon, accommodating the industrial areas of Hull and Hull West, Mr. McEwen said.

A Step Forward

Eliminating smoke, a factor in harmony with smoke-control measures new being actively promoted in the Capital, and reducing noise in operation, the introduction of diesels here, is another step forward in the Canadian Pacific's expanding program of dieselization of motive power throughout Canada.

Caption to picture of 7014

FIRST DIESEL LOCOMOTIVE - as a contributory factor to smoke control in the Capital, the CPR is placing two diesel-electric engines of the type shown above in permanent yard service here. First of the pair - number 7088 - is scheduled to arrive today, and a second - number 7089 - is due early next week and will go into immediate operation in the Ottawa West yard and Hull and Hull transfer services.

Stittsville Dogs Have Fine Meal

STITTSVILLE a three-year- old deer was struck and killed seven miles west of Stittsville yestcrday morning by a CPR train en route to Carleton Place from Ottawa. It did not affect the progress of the train.

Ivan Pretty, section foreman on the CPR. saw the deer thrown and reported the accident. Wayne Robinson, fish and wild life overseer, and Percy Headlam, both of the Department of Lands and Forests, investigated. Dr Harold Spearman, VS of Stittsville. examined the doe and found it to be badly damaged and unfit for human consumption. The meat was fed to the dogs of the Stittsville Hunt Club.

By tracking the animal's footprints, the investigators determined that the doe had been trapped inside a rock cutting near the farm of Essa Crawford, a few miles from Ashton.

The deer was brought to Stittsville on a railway hand car by Jim Thomas and James Skimming, CPR sectionmen.

Trams Fight Losing Battle With Buses

Ottawa eventually will havt trolley-buses, W. R. Crelghton, OTC chairman said today in commenting on the "bus vs. street-car" controversy aired at Board of Control yesterday.

Asked ir he did not think Ottawa streets were suitable for trolley-buses. Mr. Crrlghton replied: "I believe we could handle them here without difficulty.

"Where trolleybuses are concerned, it's not so much the width of the streets that matters as the curves on the proposed routes."

Mr. Crelghton would not guess as to when the trolley-buses would be Introduced here.

Losing Battle

David N. Gill, OTC general manager meantime showed statistics indicating Ottawa trams are fighting a losing battle with the buses. The OTC.-he said, now has 70 buses with four more on order.

Mr. Gill agreed the trend here and in other cities was for more buses and fewer street-cars. He thought the time would come when there would be no more of the old-style trams in the Capital.

As an indication of the infiltration of buses into the Ottawa transit scene. Mr. Gill recalled that the new bus service in Mechanicsville had started today. The OTC was also carrying out a survey, studying the possibility of a another bus service for the Lees avenue, Mann avenue, Robinson avenue and Hurdman'a bridge areas.

PEMBROKE Several persons had a narrow escape from death or serious injury and damage to railway rolling stock, estimated at several thousand dollars, was done here Saturday afternoon when a passenger coach of a stopped CNR mixed train was struck by the locomotive of an east-bound CNR freight. The crash, the impact of which was described as "terrific," occurred a short distance east of a point where the tracks intersect highway 62 on the outskirts of Pembroke.

As far as could be learned only one man was hurt, and only slightly in the crash. He was Emerith Wagoner, a Nova Scotian and passenger on the mixed train. He was apparently leaving the train when the freight plowed into it. He received slight knee injuries.

Little damage was said to have been caused to the freight train. The engineer and fireman reportedly leaped to safety seconds before the impact after being unable to avoid the collision. Wilmer Schultz of Ottawa was the engineer while the firemen was Raymond Markel, also of Ottawa. Other crew members were Conductor A. Joyce and Brakeman A. Martin of Ottawa.

Crew members of the standing train were: John MacKenzie, conductor; engineer Leo Bechamp; fireman Floyd Walker, and baggageman Albert Heubrer of Pembroke.

Traffic was halted on the tracks the CNR main line for about three hours. Use of a siding and removal of some wreckage enabled traffic to proceed. Divisional superintendent G. T. Dunn is in Pembroke to supervise clearing of the wreckage and to investigate the mishap but could not be reached for comment last night.

Chief constable B. J. Carnegie and Sgt. B. S. Dickie of Pembroke police conducted a preliminary investigation at the scene.

Names and addresses of passengers, who had left the train just prior to the collision, could not be learned as they had either taxied or walked into Pembroke from where the train had halted. Their promptness in leaving the train, shortly after it stopped, undoubtedly resulted in their escape from death or injury.

Murray Pattin, Pembroke taxi-man, told The Citizen he had driven several train passengers from the scene of the accident just before it occurred and that six or seven others had left the vicinity on foot and proceeded into town.

One Injured

The injured man was treated by Dr. H. B. Cotnam, Pembroke. Wagoner, employed at a lumber camp near here, is said to have remained on the train after the other passengers had left. However, after having been involved in the mishap, he is said to have been able to proceed to the Pembroke Shook Mills, received his pay and departed. The Citizen checked local hotels without locating him, but officials at the mill said he was "all right."

It was learned later that in addition to Wagoner, Mr. and Mrs. Ned Ziebell, Locksley Station, near here, their daughter-in-law and an unidentified man, employed by the Hydro Electric Power Commission on a transmission line project at Algonquin Park, were also passengers.

Inside Yard Limits

Although details of the crash are still lacking, it was said the mixed train from Brent, Ont., had pulled inside the Pembroke yard limits and the engine had been unhooked to allow for shunting operations. Two or three cars, loaded with logs, with a combination passenger and baggage car at the rear, were standing on the tracks when the heavy freight plowed into them at 2.40 p.m. The resulting impact lifted the passenger car off the tracks, turning it around and leaving it badly shattered along the right of way. The cars loaded with logs were smashed also and the logs scattered in all directions for a distelice of nearly 500 yards.

Trainmen here expressed "amazement" when questioned about a possible cause of the accident. They stated that the standing train was well inside the yard limits and that "the start of the limits was like a brick wall to a moving train."

Photos show damage caused Saturday afternoon just outside Pembroke town limits when CNR freight train rammged passenger coach and two cars loaded with logs which were standing on main line. Pasengers had left train shortly before the crash. Montaigne Photos

Stole Train Ride

Three men from New Brunswick, who pleaded guilty in Hull police court yesterday to stealing a ride on the Hull-Montreal, train, were sentenced to three days in jail by Judge ; Roland Millar. The threa men were -placed uncer arrest by CPR constables at Gatineau Thursday night.

19/04/1949 Ottawa Citizen

Waltham

2 Men Injured As Car Crashes Side Of Train

Two Campbell's Bay men were injured severely at 11.30 o'clock last night when the car, in which they were travelling, ran into the side of a moving CPR freight train on the Aylmer road railway crossing, near the Hull Armories.

Admitted to Sacred Heart Hospital in Hull were: George Lee, a Chinese, travelling to Ottawa for a dental appointment, who required 26 stitches to close painful gashes about the forehead and face.

Donat Leguerier, Campbell's Bay, driver of the car, who received knee injuries and a badly cut nose.

Both men were treated at the hospital by Dr. Lionel Pichette, who said neither man was in dangerous condition.

According to police Constables Emile Charpentier and Ernest Lavergne, Hull, the Leguerier vehicle was proceeding east along the Aylmer road towards Hull when it crashed into the side of the moving freight train.

Leguerier told police he "saw nothing and heard nothing" until his car slammed into the moving train.

The force of the impact knocked Lee unconscious and dazed the driver. A few minutes later, two Army men, Lionel Clement, 9 Larosc street, Hull and Gerard Deschamps, 17 Leduc street, Hull, who were passing at the time, pulled both men free from the damaged car.

Sylvio Beaugard, 186 Boulevard St. Joseph, Hull, another passerby, called a cab and notified police.

Damage to the car was estimated at \$500 by police.

25/04/1949 Ottawa Citizen

Belleville

Perth

Glen Tay Couple Killed With Baby In Accident

A young couple from Glen Tay, Ont., and their 15-month-old son were killed almost instantly last night at approximately seven o'clock, when the light panel truck in which they were driving was struck by an eastbound freight train at the Wilson street crossing, Perth.

Dead are Gordon Chaplin, 27; his wife, Mrs. Lorna Chaplin, 25, and 15-month-old Brent Chaplin, their son, all of Glen Tay, a town situated about four miles west of Perth.

The Chaplin family were heading west for their home after spending the day in Perth, when the accident occurred. The force of the impact drove the light truck some forty feet along the track and completely demolished the vehicle.

Witnesses to the crash managed to remove Mrs. Chaplin, who was still alive, to an awaiting ambulance and rushed her to hospital. She died a few minutes after admittance. Mr. Chaplin and 15-month-old Brent Chaplin were killed instantly.

To Hold Inquest

Dr. H. C. Hagyard, district coroner, was called to the scene and after viewing the bodies said an inquest would be held in Perth on May. 3. At present the bodies are resting at the Blair funeral home, Perth.

The Wilson street crossing is completely equipped with a wigwag signal and bell and Chief E. C. Smith of the Perth police department, who made the investigation, said all equipment was in correct working order.

One witness to the tragedy said that there is a possibility that brilliant sunshine temporarily blinded Mr. Chaplin and that he did not notice the danger signal.

Another witness said that Mr. Chaplin apparently thought he could cross the tracks before the train arrived. This fact was borne out by visible skid marks on the road, where the man had attempted to bring his truck to a halt.

Hit Broadside

The engine struck the cab of the truck broadside, pinning Mr. Chaplin in the cab of the truck and hurtling Mrs. Chaplin to the ground. The baby was carried on the front of the engine some 400 yards from the scene of the accident. The child's lifeless body was discovered there, when the engineer stopped the train.

TRUCK-TRAIN CRASH VICTIMS Gordon Chaplin, 27, and his wife, Mrs. Lorna Chaplin, 25, of Glen Tay, who were killed when the light panel truck in which they were driving was struck by a freight train in Perth Sunday evening. The couple's 15-month-old son, Brent, also died in the crash. Mr. Chiplin was killed instantly while his wife died shortly after being admitted to hospital. Glen Tay is four miles west of Perth.

08/06/1949 Ottawa Citizen

Walkley Line

Clearing land for rail cutoff.

Land in the Walkley road area south of Billings Bridge is being acquired gradually by the Federal District Commission, it was learned yesterday.

The property will be used as a railway cutoff to handle the make-up of trains now being done in the Bank street yards of the Canadian National Railways.

Ottawa real estate representatives are handling negotiations for the FDC with 40 home owners in the Russell road area, which is scheduled to be the new industrial area in the Greater Ottawa blueprint.

16/06/1949 Ottawa Citizen

Kingston (CN)

Automobile Hits Train

KINGSTON Two men were injured early today when their early-model automobile was in collision with an east-bound Canadian National Railways freight train 16 miles northeast of here.

Railway officials said traffic on their main line to Montreal, blocked by the wreck, would be resumed by noon.

The men were: Lloyd Graham, 24, of Kingston Mills, and Harold Chase, 27, of Joyceville. They were brought to hospital here where Graham was treated for abrasions and Chase for fractures of the right arm and left leg.

Eleven freight cars were derailed in the accident. Railway officials say the 1929 light-model car struck the center of the fast-moving 65-car train.

24/06/1949 Ottawa Journal

Canadian Refractories

Kilmar

Magnesitic Dolomite This is a mixture of Magnesitic and dolomitic magnesium limestone and is used for refractories. It is quarried from an underground mine at Kilmar, Que., 10 miles north of Calumet. Iron is added to it and it is calcined. Canadian Refractories Limited produce brick from it for cement kilns and linings for steel plant furnaces.

24/06/1949 Ottawa Citizen

Beachburg

Pembroke

Robert Ross Of Micksburg Hit By Train

PEMBROKE Robert Ross, a resident of Micksburg, Ont., is in serious condition in Pembroke Cottage hospital this morning suffering from compound head injuries after being struck by a train on the outskirts of Pembroke last night.

Although details are not yet available, it appears that Ross was walking on the CNR right of way, on or near a subway bridge on the western outskirts of Pembroke, when he was struck by an eastbound CNR train in charge of engineer Daniel McCarthy and conductor J. B. Villeneuve, both of Ottawa.

The injured man is being attended by Dr. J. H. Joyner of Pembroke.

Sgt. Frank Potter and Constable Huntly Munro, Pembroke police department, are conducting an investigation.

Man Dies Of Injuries

PEMBROKE Robert Ross, Micksburg native who was struck by an eastbound CNR train on the outskirts of Pembroke late Thursday night died in Pembroke Cottage Hospital at 3.45 a.m. today from severe head injuries. Ross had been brought to hospital from the scene, about 100 yards west of the Eganville road subway in critical condition.

Rule Death Accidental.

Casselman. A verdict of accidental death was returned last night by a coroner's jury into a level crossing accident which claimed the lives of Onesime Patenaude, 76, and Edmond Tessier, 41, both of Lemieux, Ont., on June 21.

Mr. Patenaude was killed instantly when the light panel truck in which he was riding was struck by a passenger train on a crossing about 200 feet from the Casselman station. Mr. Tessier died en route to an Ottawa hospital.

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19/07/1949 *Ottawa Citizen**Renfrew*

Averts Crash With Train

Forty-year-old Armand Paquette 34S Laurier avenue west, suffered a fractured right leg and injuries to his right arm shortly after 8 a.m. today when the old model coupe in which he was a passenger swerved to avoid an oncoming freight train and straddled a ditch a scant 20 feet from the CNR level crossing at Carling and Kirkwood avenues. Two others in the car, driver Willie Lagasse, 110 Charlotte street and Martin Brennan of Sarsned, Ont., escaped unhurt. Paquette, thrown hard against the outside door of the car, was rushed to Civic hospital by Exclusive ambulance. Lagasse told police he swung his car into the ditch to avert a jsmash-up with the CNR freight train, travelling southwest. He was proceeding east on Carling.

Saw Car In Ditch

Thirteen-year-old Shirley Jones 548 Kirkwood avenue, an eye witness, said she saw the train slowing down at the crossing "but I only heard a little noise. I didn't think there was anything wrong until I saw the car in the ditch."

Engineer of the train, Extra No. 5053 was Patrick Garvey with John Dumais as conductor.

Nepean Detective William Saunders conducted a preliminary investigation of the accident with a later inquiry conducted by Ontario Provincial Constable James Damage to the Lagasse coupe was minor.

27/07/1949 *Ottawa Citizen**Cornwall Street*

Trams a thing of the past.

With inauguration of a trolley bus service on a belt line covering the northern section of the city, Cornwall Street Railway Light and Power Company Limited today completed the major part of the change over from street cars to trolley buses.

The first of the new transportation vehicles started operating on Second street last month. Since that time company workmen have been installing overhead equipment for trolley buses on the belt line.

Company officials, mayor Aaron Horovitz and Township Reeve J.E.U. Rouleau will take a ride on the last of the now obsolete street cars late this afternoon.

This will be followed by a trip on the new route in a trolley bus. The street cars will be appropriately decorated.

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01/08/1949 *Ottawa Citizen**Belleville**Perth*

Perth Man Hit By Train

PERTH Herbert (Scotty) McInroy is in a critical condition in the GWM hospital with both legs severed and his right arm badly mutilated after being struck by passenger train No. 33 going west near the Isabella St. crossing at two o'clock yesterday morning.

McInroy who lost his left arm in the First World War was sitting on the north rail of the track on a slight curve, and was seen by the engine crew, but the blowing of the whistle and the screeching of brakes failed to draw McInroy's attention to the approaching train.

The train was stopped and the crew found the injured man on the north side of the track. H. C. Hagyard and Dr. J. F. Noonan were on the scene in a few minutes and had McInroy removed to the hospital. After a major operation yesterday morning McInroy's condition was reported as fair with a chance for recovery if no further complications arise.

Chief of Police Carson Smith was among the first to reach the scene of the accident and assisted the doctors in first aid. Chief Smith is in charge of the investigation.

03/08/1949 *Ottawa Citizen**Alexandria**Hurdman*

Four Hurt When Truck Crashes Freight Train

Three young men and a girl narrowly escaped death shortly after midnight, when the three-ton truck in which they were riding struck the side of a Montreal-bound freight train on the River road at Hurdman's Bridge and was hurled twenty-five feet into a gully

Rushed to Ottawa General hospital by Exclusive Ambulance were:

Roger Poulin, 21, of 10 Russell road, Hurdman's Bridge, the driver of the truck, who is suffering from head injuries, possibly dislocated jaw and possible chest injuries.

Maurice Whissel, 20, of Hurdman's Bridge, head and arm injuries.

Ronald Scharf, 18, of Hurdman's Bridge, abrasions of head and hand injury.

Fay Young, 17, of 169 Patterson avenue, possibly fractured hip and cuts about the chest.

Girl Is Heroine

The truck, police reported, was travelling east along the River road, when the train loomed up in front of it. Only the swift action of Fay Young in drawing the attention of the driver, Poulin, to the oncoming train, is credited with saving the party of youths from more serious injuries or even death. As it was, the truck smashed into the side of the train, was carried along the track for 50 feet and finally rolled into a deep gully, turning over four times in its fall and coming to rest upside down, with the four young people pinned underneath.

Pieces of the truck were strewn along the track for more than 100 yards. The train continued on its way, the engineer being evidently unaware that the train had been struck.

Miss Young, in spite of her injuries, managed to extricate herself from the wreckage of the totally-destroyed truck and crawled up the embankment to seek help for her injured fellow-passengers in the truck.

Flagged Motorist

The injured girl flagged down a passing motorist and was driven to a restaurant, where she phoned for Exclusive Ambulance.

While the four people were waiting for the ambulance, two provincial police constable, A. L. Robertson, in charge of the Gloucester detachment of the Ontario Provincial Police, and Lyle Smith arrived on the scene and rendered what aid they could to the stricken quartet.

It was later discovered that the truck belonged to M. Poulin, father of Roger, who loaned the truck to his son, to go riding. The vehicle is a total wreck, after its precarious plunge down twenty-five feet of rock-strewn gully.

Provincial Police Constables Robertson and Smith made the necessary arrangements to have the train flagged down at Alexandria, since it was thought that some of its brake apparatus might have been damaged by the impact of the truck.

None of the injured youths was in critical condition. Emergency reported by the hospital to be in treatment was administered to them upon admission. One, Ronald Scharf, was allowed to go home after treatment to his torn left hand. The others were detained in the hospital overnight for observation.

Police reported that the truck crashed into the sixth last car on the 46-car freight, bound for Montreal in charge of Conductor Wannemaker and Engineer Miller

Man Killed By Train

MANIWAKI Alex Commandant, a 30-year-old Indian from the Maniwaki reservation, was instantly killed early this morning by the CPR freight train at the railway bridge at the outskirts of this town.

It is believed that the Indian was either walking or sleeping alongside the tracks when he was hit. Members of the train crew said they believed the unfortunate man had been hit by the caboose. Men in, the last car were the first to become aware of the accident. The train was brought to a stop and the body was removed to the town's undertaking parlors.

The dead man was a son of Mr. and Mrs. Alonzo Commandant. Besides his parents, he is survived by two brothers, Willie and Louis and two sisters, July and Julia. Funeral arrangements have not been completed.

Dr. J. C. Lecuyer, district coroner, empanelled a jury this morning and a verdict of accidental death was returned.

22/08/1949 *Ottawa Citizen**Winchester**Smiths Falls***Smiths Falls Scene Of Derailment**

SMITHS FALLS Operations in the Canadian Pacific yards here were disrupted for more than two hours early yesterday evening, when four fully loaded freight cars were derailed just past the entrance to the yards. Although the cars and freight suffered extensive damage, no one was injured.

The four cars, in the process of being shunted into the yards, had gained considerable momentum, when the leading car jumped the tracks dragging the other three from the rails. All four cars crashed on their sides and split open, showering more than a quarter mile area with debris.

Hundreds of town residents rushed to the scene and watched the wrecking crews brought into operation, a large crane, which slowly but efficiently removed the wreckage from the tracks.

The Ottawa to Toronto train, which stopped over in Smiths Falls, was just preparing to get under way, when the accident occurred, and was forced to wait for two hours. The Brockville to Ottawa train was re-routed and arrived on schedule.

CPR officials could not say for certain just what caused the derailment, but it is believed that the cars split a switch on entering the yards.

22/08/1949 *Ottawa Citizen**Prescott***2 Escape In Crash****Oil Truck Hit By Train**

Victor Robert and John Barran, both of Rockland, came close to death at 9.30 this morning when their truck oil-tanker was almost completely demolished by the Ottawa-bound Prescott train at the Walkley road crossing near Elmwood.

The truck and its tank, estimated to cost in the neighborhood of \$10,000, was demolished and the fast passenger train did not come off unscathed. Travelling at a high rate of speed the train, under the control of engineer W. A. Schofield, could not be halted after the smash until near the Billings Bridge crossing. Covered with oil, and with a severed air line, the train had to be towed into Union Station where it was sent to the roundhouse for repairs and cleaning.

7,000 Gallons Of Oil

Carrying a load of 7,000 gallons of road oil the tank-truck, driven by Robert, was proceeding east on the Walkley Road. In the cab was his helper John Barran. Just before the crossing was reached Robert said he asked Barran if he saw any train and on being told "no" he proceeded across the track in low gear.

"I heard the engine blew only seconds before it hit us," he said. "It came out of nowhere and the next thing we knew we were being hurled sideways across the track. My helper got a strained back and I got badly shaken up. I don't know yet how we escaped. A foot or more nearer the cab we would have been killed."

Miss E. Clark, Elmwood, was an eyewitness of the crash.

"I was walking up the road toward the crossing and saw the tank truck ahead. I heard the rumble of the train coming. It was quite a distance away but was coming at a terrible speed. Almost in seconds it struck the truck and there was a terrible explosion as the tank burst.

Cloud of Steam

"I thought the boiler of the engine had exploded," Miss Clark said. "There was a cloud of steam and oil from the tank and it spread out all over the place so it was hard to see. The train ploughed right through tank and truck and went right on. I was amazed to see the truck driver and later the helper, get out of the truck cab. How they escaped alive is a mystery."

Bystanders concurred in the fact that the train appeared to be travelling at a very high speed. One man said he saw it first when it was about a mile away and, in seconds, it was bearing down on the railway crossing where the truck was.

The truck was detached from its shattered tank and the rear wheels were about 100 feet east of the crossing. Road oil, a variety of tar, was spread over a distance of 75 feet. Bystanders said the passenger engine and train received a copious bath of the oil as it sped past.

The train crew were William D. Schofield, 58, of 235 Cooper street; fireman Narcisse Plche and conductor John Crawford, 982 Wellington street. Under the impact with the truck the airline was severed and this rendered the airbrakes inoperative. Emergency means had to be used to bring the train to a halt about a half mile away from the scene of the wreck.

The accident was investigated by Provincial Constables Alex MacLpan, Frank. Patterson and James Burke.

28/09/1949 *Ottawa Citizen**Carleton Place**Churchill Avenue***Two Unhurt When Train Wrecks Car**

Leaping to safety from their car scant seconds before it was struck by an Ottawa-bound pool train from Toronto, two young Carlsbad Springs women saved themselves from possible death or serious injury at the Churchill Avenue railway crossing in West-boro about 10.45 o'clock last night.

While driving in their new English auto along Churchill Avenue, Beulah Dancey, 22, and Mrs. Jennie Vodden, 34, both of Carlsbad Springs, were returning to their homes.

When the car stalled on the track, the two women got out and tried to push the vehicle, - but were forced to jump back to save themselves as the train bore down on them. The small auto was carried several hundred feet in front of the train and was completely demolished.

Miss Dancey and Mrs. Vodden returned to their homes, none the worse for their narrow escape, except for a bad case of nerves.

The engineer, Clifford Broom of 138 Spruce Street, stopped the train and waited long enough to ascertain whether anyone had been injured and to see the tracks cleared before continuing into the Union Station.

The train was only half an hour late, arriving in Ottawa at 11:25 o'clock.

The accident was investigated by Constable Donald Gale of the Nepean Police Department.

Train of Tomorrow Now In City And on Show at Central Station

A pastel vision on wheels honked, then gracefully rolled to a stop at Coteau Landing yesterday afternoon.

It was General Motors' Train of Tomorrow. The 792 residents of the village were at the Platform to see the last word in travelling luxury, with them were 100 Montrealers who had journeyed the 37.8 miles from the city by bus.

The party from the city climbed aboard and, after a 10-minute stop the blue train sped off. Before it arrived at Central Station here 45 minutes later, it had hit a smooth speed of 82 miles an hour.

Said engineer Norman Bradley, of Ottawa, high in the white cab of the Diesel locomotive: "I understand it's been up as far as 117 but I know it could do much better.

R. C. Vaughan, chairman and president of C.N.R., said: "The train is definitely modern and is well named Train Of Tomorrow. No doubt as time goes on more of them will be in service."

Soft music drifted from the pastel walls in the observation lounge named Moon Glow. The sleeping car, incidentally, is called Dream Cloud. But back in Moon Glow, high above the Top O' The Rail cocktail bar, the most curious of the party settled down under the Astra Dome roof. There, in a glass-enclosed dome fitted with plush seats, the view in spite of the dull day was extraordinary.

The Astra Dome roofs were fitted into each of the four cars the other two were Star Dust, which is the chair car, and Skyview, the dining car.

The diner contains the first all-electric kitchen on wheels, having 11 refrigerator cabinets for fish, salads, meats, frozen foods and other items, as well as an array of electric kettles, ranges, broilers, plate and cup warmers, a coffee urn, juice extractor and other fittings.

For the special trip yesterday, red anthuria, shipped from Hawaii, were used as floral decoration in the train

Everything from ashtrays to telephones have been built into the cars. There are air conditioning, in foldaway beds, nylon upholstery.

The experimental train is powered by two 12-cylinder Diesel engines having 1,000 h.p. each. The public may inspect it at the Central Station from today through Tuesday

Rail Men Ride Tomorrow's Train

When the Train of Tomorrow pulled out of the Union Station on Thursday at 1:15 p.m. many of the top Canadian officials were aboard.

A number of them arrived in Ottawa shortly before departure time on CPR and CNR trains from Montreal.

Top executives from Canadian and American General Motors Corporations, who built the train, included Col. R. S. McLaughlin, Oshawa, chairman of the board and W. A. Wecker, president of the Canadian firm, and C. R. Osborne and R. K. Evans, vice-presidents of the parent American company.

CPR executives on the train for the fast run to Montreal included N. R. Crump, vice-president, G. A. MacNamara, vice-president, traffic, L. B. Unwin, vice-president, finance, J. H. Campbell, public relations manager. H. J. Main, assistant to the Montreal vice-president and A. M. Hand, assistant to the Toronto vice-president.

Other officials were present from the CNR, the Ontario Northern Railway and banking and government offices.

New Autos Smashed In Crossing Mishap

Trailer Wrecked By Train

Heavy Damage Near Britannia

When a CNR passenger train bound for Pembroke cut a heavily-laden automobile transport in two at the Graham Bay crossing, one-and-a-half miles west of Britannia at 9.20 o'clock this morning, John "Curly" Newell, 39-year-old driver of the transport escaped unhurt, but two brand new motor cars being delivered to an Ottawa dealer were wrecked. Three other new cars were undamaged in the spectacular crash.

Failing to notice the train until he was almost on the crossing, Newell realized it was too late to halt his heavy tractor-trailer vehicle. He told The Evening Citizen that he took a "100 to one" gamble by stepping on the gas in an effort to clear the crossing in front of the speeding train, but lost out when the locomotive knifed through the two-decker car trailer, completely shearing off the rear section.

One motor car, destined for Patterson Motors here, was tossed 30 ft under the impact and landed north-east of the crossing a tangled, twisted mass of metal and glass. The second car toppled from the still intact part of the trailer as the vehicle continued in motion and was badly damaged when it hit the pavement and rolled off the highway.

The locomotive, in charge of Engineer L. J. Turner, of 145 Echo Drive, and Fireman Herbert Roach, of 98 Gilmour Street, suffered some damage to the front portion but the train, in charge of Conductor W. M. Swinwood, 110 Clegg Street, was able to continue on to Pembroke after a 25-minute halt 500 yards north-west of the crossing where it came to a stop following the crash.

The engineer stated that the locomotive's whistle had been blowing as the train approached the crossing. Neither he nor the fireman noticed the transport vehicle until it suddenly appeared on the tracks dead ahead, Turner told The Citizen. He immediately applied his emergency brakes but it was impossible to bring his train to a halt in time to avoid the mishap.

The transport driver told The Citizen that when the locomotive sliced through the trailer air brake lines were severed and the trailer was without braking power. Fearing that if he jammed on the tractor brakes the trailer might whip about to the danger of several oncoming motorists, Newell brought his vehicle to a gradual stop while the torn and shattered rear-end of the trailer dragged along the highway for more than 300 feet.

Escape Injury

Newell, whose home is at 1438 Queen Street East, Toronto, said he had picked up his load of five new cars at Windsor yesterday afternoon to deliver them to Patterson Motors in Ottawa. He was alone in the cab of his tractor when the accident occurred and escaped without a scratch.

A group of section men who were working just south of the crossing stated that they heard the whistle of the locomotive blowing for some time before the train reached the crossing. Newell told police that he had not heard the whistle.

Trees and shrubs make the crossing a partially blind one to motorists approaching from the west and, Newell stated, he had no intimation of the train's approach until he was within a few feet of the tracks.

The accident was investigated by Provincial Cpl. Carl Johns and Constables William Gilchrist and James Burke.

Train Hits Oil Truck

CARLETON PLACE - Wesley Henderson, Rosamond Street, escaped serious injury when the truck he was driving was struck by No. 10 passenger train from Vancouver at the Bates and Innes Ltd., crossing here at 7.45 this morning. The truck was smashed to pieces. When extricated with the assistance of passersby, Henderson seemed alright but soon felt pain in his back and was aided to the home of Dr. J. A. McEwen, Bell Street, located about 100 yards away.

Dr. McEwen sent the injured man to Rosamond Memorial Hospital in Almonte for observation. As far as could be learned at the time, his only injury was a concussion on the head and back injuries.

Henderson, driving a three-ton Eupertest Oil truck, empty at the time, had just left his home only a short distance from the scene of the collision. His truck had passed over the track except for the right rear dual wheel which was struck. The impact tossed the truck on to the right-of-way. Henderson was taken out through the right hand door.

The crossing was unprotected but visibility was good either way. The train crew was composed of Ben McRae, Queen Street, Carleton Place, conductor, and A. Cousineau, engineer, believed to be of Ottawa. The accident held up the passenger six-car train for about half-an-hour.

Worker Killed When Train Strikes Truck on C.N.R. Main Line

When a logging truck was struck by a C.N.R. train near Brawney Wednesday afternoon, John Meilleur, 23, one of the occupants of the truck and two others were injured.

The injured men, Fernand Cormier and Roche Meilleur, brother of the dead man, were brought to the General Hospital here. Meilleur received treatment for head injuries and was released Friday night (?), while Cormier, whose injuries are more serious, is still a patient.

The accident occurred at what is known as the Hydro spur, where the transmission line from Rapides des Joachims crossed the C.N.R. main line, and the mixed train struck the rear end of the truck, spinning it around and overturning it in a ditch. The three occupants were thrown out and John Meilleur was struck by the engine. His body was badly mangled and his death was almost instantaneous.

The train, in charge of Conductor A.J. Cameron and Engineer Albert Bate of Ottawa, was proceeding slowly as it approached the siding.

The body of the victim and the two injured were placed on the train and brought to Pembroke.

More --

Car Crashes Into Train, C. Rich Dead

ALEXANDRIA Clifford A. Rich, Cornwall, traveller for the Shell Oil Company of Canada, Ltd., was killed instantly late yesterday afternoon, when the car he was driving crashed into the side of a standing "mixed" train at the railway crossing at Glen Gordon, 11 miles south of here.

The automobile was wrecked completely and the body of the victim had suffered multiple injuries, investigators or the accident reported.

Police said that Rich had spent the day on business in Alexandria and was driving home to Cornwall for the week-end, when the fatality occurred.

Dusk was closing in on Highway No. 34 as Rich's car came along to the railway crossing. The freight train had just pulled in and had stopped, leaving part of the train stretched across the highway.

The fact that Rich struck a dark-colored loaded tank car, about the middle of the train, coupled with the descending darkness, was given as a possible cause of the crash by police. Scene of the accident is described as straightway."

Impact of the crash is said to have been so great that the loaded tank car was pushed off the track. Highway traffic, as a result of the crash was tied up for several hours. The train operates between Cornwall and De Beaujeu.

Ontario Provincial Constables Harry Barker, Alexandria, and A. H. Barker, Lancaster, investigated the accident. Dr. W. F. Lingard, Lancaster, coroner for the district, was called and gave permission for removal of the body, which was taken to a funeral home in Cornwall.

Conductor in charge of the train was Clifford Patterson, while the engineer was P. V. Himmelman, both of Smiths Falls.

Scott Fraser, nearby farmer, told The Citizen that as the train neared the crossing he heard the engine whistle sound the usual warning. A few minutes later he heard a "terrific crash."

Rushing to the scene he saw the wrecked auto and helped to remove a man's body from the wreckage.