

# Accidents in the Ottawa area

Date	Location	Killed	Injured	Details
01/12/1866	Brockville Loop Junction	0	1	Train No. 1, engine #4, at Grand Trunk Junction, Conductor J. Percival, Engineman J.M. McCarthy. McDonald broke collar bone coupling cars. RG 46 vol 680 letter 696
04/01/1867		0	1	About seven miles south of Ottawa, passenger train No. 2, engine "Thos Reynolds", Conductor Daniels, Engineman M. O'Neil. Employee Hemry James was struck, about 08:15, by the snowplough of engine whilst lying near track in a state of intoxication. Leg was broken. RG 46 vol 679 letter 15
08/02/1867	Domville	0	1	About five miles north of Prescott. Mixed train No. 3, engine "Thos Reynolds", Conductor M. Howsley, Engineman M. O'Neil. Employee, William James was struck by snow plough of engine while sitting on rail asleep. One or two ribs broken and leg slightly injured. RG 46 vol 679 letter 15
24/05/1867	Prescott	1	0	In Prescott Yard, around 09:00, shunting engine "St. Lawrence", Engineman M. Wiggins (?) killed an unknown trespasser walking on the track. Coroner brought in a verdict of accidental death. RG 46 vol 679 letter 15
14/09/1867	Montreal Road	1	0	A man named F. Gonian (?) was mortally injured by the engine of Number four Mixed train on this piece of railway at the Montreal Road crossing about two miles south of Ottawa station. Engine "Joseph Robinson", Conductor M. Dowsley, Engineman L. Loomis, time 1:40 pm. At the inquest it was proven that the man was hard of hearing and his eyesight defective and it was presumed that he had attempted to cross track in front of train. He died early in the morning of 15th. Coroner's jury brought in a verdict of accidental death. RG 46 vol 679 letter 53
15/09/1867	Prescott	1	0	At about 11:00 Patrick Hayden of Prescott was accidentally killed at Prescott station by being crushed between the timbers of ferry slip. He had gone under the slip to get out a barrel of apples which had fallen off the steamer "Champion" into the river and whilst engaged in doing so, a large number of persons, some 15 or 20, rushed upon the slip causing it to come down with great force upon his body causing instantaneous death. Coroner's jury brought in a verdict of accidental death. RG 46 vol 679 letter 53
18/08/1868	Arnprior	0	1	Train No. 2, Conductor W.O'Donnell, Engineman Fitton. Employee Geo Phillips standing on cars and head came in contact with bridge. RG 46 vol 680 letter 696
19/11/1868	Sand Point	1	0	Engines 2 & 4, Engineman J. McCarthy. Employee Thos Daniels killed while going in between cars while in motion. No inquest, his friends did not desire any. RG 46 vol 680 letter 696
12/05/1870	Fairfield	1	0	Conductor J. Percival. Employee Asa Cook fell off cars between Fairfield and Brockville and cars passed over him. Coroner's verdict was accidental death. RG 46 vol 680 letter 696
12/05/1870	Brockville	1	0	Employee W. Hurley was getting out of the way of one engine in Brockville Yard and stepped in front of another. Coroner's verdict was accidental death. RG 46 vol 680 letter 696
12/05/1870	Brockville	1	0	In Brockville yard. Employee Thos. Grennan caught foot in frog, fell down and cars passed over him. RG 46 vol 680 letter 696
01/10/1870	Prescott Junction	0	0	The evening express of the St. Lawrence and Ottawa railway, due at Ottawa at 4 1/2 o'clock p.m. ran off the track on Saturday a short distance this side of the Prescott Junction, causing a delay to the train of about two hours. All the passenger cars ran off the track, only a second class car, however, being much injured by the accident. There was a large number of passengers on board but no one was injured. Ottawa Times 3 Oct 1870

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
10/01/1871	Billings	0	1	As the St. Lawrence and Ottawa Railroad train, which left Prescott at a quarter past one o'clock yesterday was in the neighbourhood of Billings Bridge a gentleman named Leveassay, a passenger, fell from the platform of the passenger car into the snow alongside the track. Mr. Daniels, the efficient conductor, who was seated in the passenger car, happened to look out of the window and saw what he thought was the body of a man lying near the track. He immediately seized the bell rope and brought the train, which was going at a good rate of speed, to a stop. On the cars being backed up Mr. Leveassay was discovered lying on the snow on his face and hands insensible. The gentleman was at once taken into the car and every attention possible paid him. On arriving at the station he was conveyed to the Russell House where medical aid was procured. Mr. Leveassay, at a late hour last night, was in a very critical state. Ottawa Times 11 Jan 1871
13/02/1871	Billings	0	0	The morning train ran off the track near Billings Bridge yesterday. No damage was done the cars and the passengers were driven to town on sleighs. Ottawa Times 14 Feb 1871
12/05/1871	Carleton Place	1	0	Train No. 1, Conductor C. Spencer, Engineman E. Burns. Passenger, B. Farmer smashed an arm attempting to get on the train while in motion, was with liquor and fell between the cars. Was taken to Ottawa Hospital where he died the next day. RG 46 vol 680 letter 696
21/06/1871	Fairfield	1	0	Train No. 2, Conductor C. Spencer, Engineman Cronshaw. A boy, McLaughlin, was crossing the line at Fairfield and was struck by the engine. RG 46 vol 680 letter 696
04/09/1871	Pakenham	1	0	Engine No. 5 Conductor T. Francis, Engineman J. Smith. Three quarters of a mile from Pakenham, passenger G. Avisais fell between the cars and smashed both legs. Died next day. Coroner's verdict was accidental death. RG 46 vol 680 letter 696
28/11/1871	Montreal Road	0	0	As the train from Prescott was approaching the level crossing of the Montreal Road last evening, a farmer with his wife attempted to cross the line in his waggon and notwithstanding the repeated whistles of the locomotive persisted in doing so. The consequence was that the engine struck the waggon, which it completely destroyed, killing the horse and knocking the man and his wife into the ditch. Wonderful to relate they escaped without injury. No blame appears to have attached to the Company's servants. Ottawa Times 28 Nov 1871
16/07/1872	Brockville Upper Yard	1	0	Employee James Higgins was killed in the Brockville Round House by being crushed by a turntable falling on him. Coroner's verdict was accidental death. RG 46 vol 680 letter 696
28/09/1872	Smiths Falls	1	0	Engine No. 10, north of tank house Smiths Falls, Employee G.R. Peden was supposed to have jumped off the engine. Was found dead under the tender. Two cars badly smashed. Coroner's verdict was accidental death. RG 46 vol 680 letter 696 Ottawa Times, 1 October 1872. An accident resulting in the death of a man occurred on the Brockville and Ottawa Railway near Smiths Falls on Sunday morning last. It appears that a wood train ran off the track and that the fireman, in an attempt to escape from possible danger, jumped off the engine and the tender almost immediately falling over a shallow embankment and crushing the unfortunate man to death instantaneously. he was a young man of excellent character and brother of Mr. A.G. Peden, of the St. Lawrence and Ottawa Railroad office in Ottawa.
01/03/1873	Smiths Falls	0	1	Employee L. Crevier lost a leg whilst jumping off wood train while in motion. RG 46 vol 680 letter 696
13/06/1873	Carup Crossing?	1	0	train No. 3, Conductor C. Spencer, Engineman W. Page. Passenger E.S. MacDonald attempted to get on the train while in motion. Fell between the cars, wheel ran over his leg and badly smashed it. Died same night at 10 o'clock. RG 46 vol 680 letter 696
11/08/1873	Irish Creek	1	0	Conductor A. Chapman, Engineman J. Clough. Employee O. Leflair was killed crossing from one car to the other on a board. The board broke. Coroner's verdict was accidental death. RG 46 vol 680 letter 696

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25/02/1874	Carleton Place	0	1	Conductor Bannerman in making up freight train at Carleton Junction slipped when getting on engine and had his foot badly hurt. RG 46 vol 682 letter 859
13/05/1874	Ashton	0	0	Engine No. 2, Engineman Jos Walton, Conductor A. Chapman, on Canada Central train No. 2 broke piston rod near Ashton breaking cylinder head. Train delayed 30 minutes. RG 46 vol 682 letter 859
20/05/1874	Conroy's siding	0	0	Conductor A. Chapman, Engineman T. Cornish. Engine and two cars of train No. 3, Canada Central, went off track at Conroys Siding. Switch left open by section foreman. Damage very slight and no one hurt. RG 46 vol 682 letter 859
01/06/1874	Almonte	1	0	Train No. 10 freight, Conductor T. Malone, Engineman Fitz Odell, ran over man lying between Almonte and Pakenham near midnight. Verdict exonerating Company from all blame, man had been drinking. RG 46 vol 682 letter 859
11/07/1874	Spencerville	0	1	An accident of the most serious nature took place on Saturday last at 1 o'clock a.m. near the Spencerville station of the St. Lawrence and Ottawa Railway, whereby William Fricker, baggage ma?? nearly lost his life. It would seem that upon the arrival of the night express, two freight cars were off on the switch awaiting transhipment to Prescott, and Mr. Fricker, after coupling them with the express, got on the top of the freight cars to fix the bell cord. In doing so, however, he became so blinded by the smoke from the locomotive that he missed his foothold and fell between the cars which passed over him, lacerating his right leg in a frightful manner and almost severing it close to the knee ? was otherwise severely injured at the same time. He was not missed until after the arrival of the train at the junction when the engine was at once despatched in search of him. He was found not far from the spot where he fell, on the side of the road, having torn up his shirt in shreds to bind up his fearful wounds. Fuly two hours must have elapsed from the time of the accident until he was found, and in consequence, he was mush exhausted from the loss of blood. Medical aid was at once summoned and the determination arrived at to amputate the limb which was accordingly done by Drs. Jones and Wallace of Spencerville. Mr. Fricker was quite a young man and was much respected along the line by all the employees who evince much sympathy for him in his misfortune. Ottawa Times 13 July 1874
17/08/1874	Bridge	1	0	A very sad accident occurred on Monday night on the track of the St. Lawrence and Ottawa Railway. A young man named Nedd, in the employ of the company, having occasion to fix the bell rope on a box car, the 9.30 p.m. train being in rapid motion, was struck while passing under Brady's bridge on the line and hurled to the earth, almost a lifeless corpse. Death must have been instantaneous, for on recovery of the remains, it was evident that a great number of cars must have passed over his body. The remains were brought to Chaudiere Junction, where an inquest was held, and it is probable that they will be conveyed to Prescott, for interment, at which place his afflicted parents reside. Ottawa Times 19 Aug 1874

Date	Location	Killed	Injured	Details
01/04/1875	Gloucester	0	0	<p>About the same time the mail train which leaves Prescott in the afternoon and is due here at 7:10 p.m., left there yesterday afternoon a freight train left here en route for Prescott. The latter train, consisting of twenty loaded cars and a van, had not got further than between Gloucester and Osgoode, when it ran off the track. About four of the forward cars were instantly whirled in every direction. The freight which they contained, lumber, tubs etc. was scattered far and near. About five of the other cars were also precipitated from the rails but were not overturned. A wrecking train was at once despatched from Prescott upon receipt of the intelligence by telegraph of the accident. The mail train which had left Prescott at about 4 o'clock was detained at Osgoode. It had, in addition to other mail matter on board, considerable mail from the west. After the wrecking train reached Prescott it was conencted with the mail train and the two were run to the scene of the accident. Meanwhile another train was telegraphed for from Ottawa to convey here the mail and passengers from the Prescott mail train. It was not until about eleven o'clock that the transfer of passengers and mail took place. It was very laborious work. One young lady who was anxious to get home as soon as possible had to be lifted over the piles of scattered freight and parts of the broken cars. The mails and passengers reached here at midnight. There was a large force at work clearing away the wreck, when they left.</p> <p>Ottwa Times 2 April 1875</p>
03/02/1880	Franktown	0	0	<p>Brockville 4th. It appears that the train which arrives here at 7.40 in the evening is timed to cross the express going to Ottawa at Carleton Place Junction but last evening the Grand Trunk train was over an hour late and the Ottawa train waited for it. After waiting at Carleton Place for some time, the conductor of the express coming south received an order from the train dispatcher to cross the Ottawa train at Franktown. The above train proceeded to Franktown and the conductor and engineer went into the station to receive their orders. The station master was out, he having gone down the track to signal the train coming from the south. The conductor and engineer on coming out of the station house heard the other train coming, when the engineer jumped on his engine and reversed her, but by this time the train from the south was in close proximity and a collision could not be avoided. The engineer and fireman of the express coming south jumped and the two engines came together with a crash. The engine on the Ottawa train was not much damaged but the other was badly smashed, but not bad enough to stop its backward motion. It ran the train back for nearly two miles, the only employee on board being a brakeman who at last succeeded in stopping the train. The night was very stormy and signals could only be observed a short distance. An investigation will be held when further particulars may be expected.</p> <p>Ottawa Citizen 6 Feb 1880</p>
19/01/1881	Osgoode	0	0	<p>What might have proved to be a very serious accident occurred on the St. Lawrence and Ottawa Railway yesterday morning shortly after six o'clock about a mile south of Osgoode. At this point, a portion of the morning train, due here at six o'clock, consisting of the first and the second class coaches and the Pullman, jumped the track, owing to a broken rail, the cars being thrown into a ditch. There were quite a number of passengers on the train among whom were --</p> <p>Fortunately but very few persons were injured and their wounds were dressed by the medical gentlemen mentioned.</p> <p>When the report of the accident reached the city, Mr. A.G. Peden, Superintendent of he company, ordered a special train to proceed to the scene of the accident for the purpose of bringing the passengrs to the city. Dr. Brouse and Hon. John Carling accompanied Mr. Peden on the special train, the former taking with him the necessary material for the relief of the injured passengers, who arrived here shortly after 9 o'clock.</p> <p>MIRACULOUS ESCAPE</p> <p>The passengers on the overturned cars has a most miraculous escape, an entrance having to be forced to afford them egress. Had the cas taken fire it is impossible to say what the result would have been, but it would undoubtedly have been attended with great loss of life.</p> <p>Ottawa Citizen 20 Jan 1881</p>

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13/08/1881	Prescott	1	7	<p>Prescott. The No. 4 express from Montreal to Toronto passed here at her usual time, 2.20 a.m. having a large train of coaches well filled. After leaving this station and when passing the semaphore west of the station, the cowcatcher caught a cow which was one of three or four on the track and carried her along the track about three or four hundred feet to the first crossing west of town. The cow was carried over the cattleguards to the east side of the public road, but fell partially into that on the west side of the road, lifting the engine off the track and throwing it over the slight embankment to the south side of the railway. The engine lies a perfect wreck with all its upper furnishings twisted off. The engineer Howarth, held heroically to his place and was found a mangled corpse, partly under the engine with one hand around the whistle and the escaping steam pouring forth on his side.</p> <p>Ottawa Citizen Aug 15 1881</p>
03/09/1881	Dalhousie Street	1	1	<p>The circumstances of the melancholy accident which occurred on Saturday morning last resulting in the death of Mrs. Wm. Pittman Lett and the injury to her sister in law Mrs. Hinton are in the main well known to the public. --</p> <p>Were crossing the track of the St. Lawrence and Ottawa Railway Company at the junction of Dalhousie and McTaggart Streets. At this point a switch of the railway company branches off to the coal yard and hay sheds situated westward of Dalhousie Street and southward of the passenger station. This curve passes within about two feet of a hotel known as Bourque's. The switch on which the accident occurred is used for shunting freight cars. The times at which it is used are irregular and no stated times can be laid down for the cars or trucks passing that point.</p> <p>On the morning of the accident a train of some fourteen cars was being backed up in the usual way and a collision took place through which Mrs. Lett lost her life. The cars collided with the horse drawn buggy, horse frightened.</p> <p>There is a full account of the inquest.</p> <p>As a general thing there is not a man stationed on a rear car when the train is backing up.</p> <p>James Rosebrook - engine driver. Thos Powell was in charge of the train. I did not know anything had happened until I got the signal to stop. There were three brakemen on the train altogether. train was going at the rate of eight miles an hour when I got the signal to stop. I reversed and cut off steam. From my position on the engine I could not see a carriage on the road.</p> <p>John Campbel was brakeman on the last car. Did not see the buggy until it was about 10 or 12 feet from the car.</p> <p>Train was partly on the main line but the rear was on the southernmost siding leading down to the yard.</p> <p>Jury's verdict - that there does not appear to be any blame attached to any individual for the accident. The crossing is very dangerous and the proper precautions have not been employed by the railway company against the occurrence of accidents and the protection of the public. The railway should be required to establish gates at the different crossings within the city and station a watchman at each, or adopt some other system as will be effectual in preventing the recurrence of any further accidents.</p> <p>Ottawa Citizen 5 November 1881</p>
12/10/1881	Masson	0	1	<p>The main line was occupied by a freight train and it was necessary to effect a crossing with the Montreal express that the latter should take the siding on which stood a freight car loaded with flour. The engineer of the passenger train found, on nearing the station, that it was necessary to apply the brakes immediately in order to prevent a collision with the freight car and he immediately did so, but unfortunately the sudden and powerful effect thus caused the breaking of the connection with the baggage car and also rendered the brakes useless. Thus unrestrained, the cars in the rear of the engine urged the latter along, and the collision followed, wrecking the freight car and also damaging the engine to such an extent that it cannot be used again until repaired.</p> <p>Ottawa Citizen October 13</p>

Date	Location	Killed	Injured	Details
28/07/1882	Smiths Falls	1	0	<p>Ottawa Citizen 29 July 1882</p> <p>The half past eleven freight train on the Brockville branch, when one mile south of Smiths Falls, collided with a special locomotive and tender coming from Brockville. Engineer Burns was killed. Some ten freight cars were damaged as well as both locomotives.</p> <p>A special carrying Sir John Macdonald arrived shortly after the collision, but returned to Ottawa after an hour's delay.</p> <p>More.</p> <p>Brockville recorder 29 July, 1882</p> <p>Only having a few minutes in which to give notice of the disaster on the C.P.R. yesterday before going to press, our report was gained hurriedly and was therefore quite inaccurate. It was nearly six o'clock this morning before anyone reached the scene of the accident, and not until that hour could accurate be obtained concerning the affair.</p> <p>It now seems that Burns collided with the freight train, and not the express as stated yesterday, and he was running a single engine out at the time. He left here about 11 o'clock with a special engine carrying a white flag cleared for Carleton Place. He stopped at Irish Creek, and was there, it is said, given a clearance for Smiths Falls. About 1½ miles this side of Smiths Falls, while rounding a bad curve, he met freight train No. 39 with 21 loaded flat cars, and though the special was running comparatively easy at the time, the smash which followed is described as terrific. The whole cylinder of the special was torn from its platform and both engines left the track. They met just over a culvert at the crossing and as the engines fell into the hole the loaded cars piled one above the other into the wreck. Of the whole train of 21 cars, 16 were smashed, 12 being so completely ruined that they will likely be burned beside the track today. They included rolling stock of the C.P.R., New York Central, Grand Trunk and Utica and Black River Railways. Both engines were also torn to pieces, the headlights being compressed together into a space only a few inches in thickness.</p> <p>The first thing to do after the accident happened was to look for casualties, and search was at once made for the missing. All hands turned up except Engineer Burns, and in three or four minutes the poor fellow was found beneath the ruins of his engine, still alive, but so horribly burned and crushed as to leave no doubt as to his having met his death blow. When the engines came together he had been thrown against the boiler head and there held while the whole contents of the heated boiler poured from the broken gauge glass directly over his body, liberally parboiling him from the waist up. He was taken out and conveyed to a farm house where he lingered in great agony for about 9½ hours, when death ended his sufferings.</p> <p>Joe Burke, the fireman of the special, jumped when he saw the freight ahead and escaped almost miraculously. He says that as soon as the freight was sighted he told Burns of his intention to jump. Burns said nothing but at once applied the brake to the tender and seemed ready to jump as well. Just before Burke took the ? he saw Burns give the brake lever another turn as if to still further check the speed and then all was drowned in the crash. Horbridge, of Ottawa, the driver of the freight, stuck to his post and was unhurt. His fireman, young Kelly, jumped and only received a few scratches. The brakeman, George Cavanagh, of Smiths Falls, also jumped and was bruised about the head and shoulders. Kelly, the conductor, also escaped injury. Of course, to everyone, it is apparent that someone had blundered, but just upon (rest illegible).</p> <p>Citizen July 31, 1882. A careful investigation into the accident leaves no doubt that the affair was the fault of the unfortunate engineer Burns, the only person who fatally suffered as a result of the accident.</p> <p>Mr. Burns, the engineer, was at the time of the accident, returning from Brockville with his engine having gone to that place with a special. He had special instructions to keep the train under his charge clear of all trains and obeyed these orders until he left Irish Creek, about seven miles from Smiths Falls. Here he totally disregarded what had been told him, and instead of waiting there for the regular freight from Carleton Place then almost due, should pass him he pushed on at a high rate of speed in the expectation of reaching the next station before it had left.</p> <p>More.</p>

Date	Location	Killed	Injured	Details
06/02/1883	Kenyon Road	1	4	<p>On Tuesday night last an accident occurred on the Canada Atlantic road which seems to have arisen from the want of due attention to instructions on the part of some of the hands, and unfortunately resulted in the loss of life. The accident occurred at Kenyon and was caused by a collision between the night mixed trains which are supposed to cross at that point. The west bound train had arrived at the station, and after discharging its passengers, was backing to enter the siding and make way for the train bound eastward. The latter came ahead under the control of one of the oldest and ablest engineers on the line but, owing to the dark and storm nature of the night he does not seem to have seen the other train until it was too late to avoid a collision. The engines were not thrown off the track, but were considerably injured. The passengers on board sustained no damage beyond considerable fright. The fireman of the eastbound train Mr. Clarke, was unfortunately killed, and the engineer, Mr. Miles, had two of his ribs broken, besides sustaining other injuries. Clarke, who was killed, was a young man residing with his parents at Coteau and was highly thought of by all of his friends. Three other train hands were also injured but not seriously. The cause of the collision, so far as can be learned, was the state of the night which prevented the engineer of the eastbound train to see what was before him.</p> <p>Ottawa Citizen 8 Feb 1883</p>

Date	Location	Killed	Injured	Details
09/06/1884	Papineauville	1	0	<p>Yesterday afternoon a collision took place on the Eastern division of the Canadian Pacific Railway which resulted in the loss of life of one of the employees of the road, and injuries more or less severe to several of the other hands on board. So far as could be learned last night from enquiries at the company's office here it appears the collision took place between North Nation Mills and Papineauville stations. For some time past the company has been running special trains for the conveyance of square timber from North Bay and Chalk River to Papineauville where it is discharged and rafted. These trains return northward light. It was one of these trains returning light which collided with the train with the results already mentioned. The unfortunate man who lost his life was named Coulson, an Englishman only recently arrived in this country. His position with the company was that of engine cleaner. As the train works for a week at a time on this section there are attached to it two sleeping cars for the men, besides a conductor's van. As Coulson's work has to be performed at night, he takes his rest during the day and at the time of the collision was asleep in the van. Barney Morgan, fireman on the up train, was the most severely hurt of those injured, having his leg fractured. No. 1 express which passed up a few hours before the freight special, carried a white signal, indicating that another train, a special, was following. This is equal to instructions to conductors of trains going in the other direction not to leave their stations until the rear train passes, unless receiving orders to ignore the white signal. As it is the duty of conductors of freight trains to stop at all stations unless otherwise ordered, in which case they (sic) merely slow up, it is difficult to understand how the train passed Thurso and North North Nation Mills unless such instructions were given. Whether such instructions were given or not our reporter could not ascertain last night. The down train was in charge of conductor Goulder, and the up special in charge of Conductor Cardiff. Besides the loss of life and injury to the hands, both locomotives were considerably damaged and several of the cars were thrown off the track. The fact of the accident was immediately telegraphed to Ottawa and a special wrecking train with Dr. H.P. Wright on board, was at once despatched to the scene of the mishap, to repair the damage done and look after the wants of the injured men. Mr. C.W. Spencer, Assistant Superintendent, and Mr. Thomas Hay, Trainmaster, went with it. The debris was promptly removed from the rails and track placed in such condition as to enable all the passenger trains both east and west to pass the place, and reach their destinations on time. It would be unfair at the present state of affairs to impute the blame on any particular employee, but a vigorous investigation into all the circumstances surrounding the accident will at once be made by the company, whose leading officers spare no pains to avoid the possibility of such occurrences taking place.</p> <p>Ottawa Citizen Monday June 26, 1884. The Canadian Pacific authorities have concluded the investigation concerning the late fatal accident at Papineauville and in consequence of which the station agents at North Nation Mills and Buckingham have been dismissed from the Company's service. Conductor Goulder of the tin train has also been discharged.</p> <p>Ottawa Citizen Friday June 27, 1884. The agents discharged were at North Nation Mills and Thurso.</p> <p>Ottawa Citizen 10 June 1884</p>
20/09/1884	Renfrew	1	0	<p>Arnprior Chronicle. The freight train going north had just left Renfrew station - when a terrible accident occurred, resulting in the death of Wellington W. Edey, the fireman.-- Just about the Renfrew station there is a switch leading into the lumber yard of Mr. Martin Russell, and it was at this point that the accident occurred. The engineer states that on arriving at this switch the forward trucks of the locomotive took the side track, while the driving wheels kept the main line. This twisted the locomotive around sideways, when the tender broke loose from the engine, and with the rest of the train kept on down the main track until it reached a cattle guard about 20 yards further on, when something connected with the tender dropped down into the pit and impeded its progress, and the remainder of the train was derailed, several cars being piled up into a heap and smashed into splinters. The engine was thrown over on its side and badly wrecked. Mr. Cherrier, the engineer, stated that he was on the look out with his hand on the throttle and could see nothing wrong with the track ahead. More.</p> <p>The Equity, Bryson 2 Oct 1884</p>

Date	Location	Killed	Injured	Details
24/01/1885	Smiths Falls	2	2	<p>Railway Fatality  Correct details of the smash up on the C.P.R.  How the accident occurred - Names of the killed and injured - the company's losses estimated at \$59,000.  on Saturday last the people of this city were startled by the news that a serious railway accident had taken place on the line of the Canadian Pacific Railway at Smiths Falls and as a result two parties were killed and several others seriously injured. All sorts of rumours were current throughout the day as to the exact nature and cause of the accident. None of these hitherto published, however, are correct. From investigations made by Citizen reporters, it has been found that the</p> <p><b>FACTS OF THE CASE</b>  are substantially as follows: The No. 2 fast express which was due at Smiths Falls at 4.02 in the morning arrived sharp on time. All went well until they arrived at the west switch of Smiths Falls Junction. On arriving there, from some cause one of the axles of the baggage car was broken, the consequence was the</p> <p><b>ENGINE BECAME DETACHED</b>  from the train and proceeded along the main line, the baggage car left the track and pitched into the water tank utterly demolishing it. The suddenness of the shock caused the first and second class passenger cars to also leave the track in every direction. The two sleepers, however, were not derailed. The whole affair took place in less time than it takes to describe it. A scene of great confusion at once ensued, and the terrified passengers hurried out of the cars as best they could, which, not many seconds later were in flames. The origin of the fire is not known. The rumour which gained currency to the effect that it proceeded from the stove in the water tank is incorrect, as there had been no fire there for some time previous. It must have originated either from the stoves in the cars or from the coal oil lamps, the probability being that it was from the latter, as the stoves are of the latest and most improved pattern, constructed in such a manner that the coals can scarcely escape from them in the case of their being overturned. As a result of the accident two of the persons who were on the train at the time were</p> <p><b>BURNED TO DEATH</b>  and a number of other parties were more or less seriously injured. The names of those who lost their lives are Baggage Master M. McDonald of Toronto and a man named Bonsecour of Ottawa. Both of these were in the foremost car, which was a combination baggage, mail and express car. Mr. McDonald was in charge of the Express Department. Mr. Bonsecour, who had had his leg broken at the shanties and was returning to Ottawa, lay on a stretcher in the same car. Both these unfortunate men were entirely consumed by the flames before they could be rescued.</p> <p>(details of other injured)  Mr. H.B. Spencer received a telegram informing him of the disaster at 4.47 a.m., twenty minutes later</p> <p><b>A SPECIAL TRAIN</b>  left the Union station in this city under his charge for the scene of the accident for the purpose of carrying the passengers and their baggage to their destination. It arrived here at 9.35 (sic) the same morning and by noon the track was clear and traffic resumed as usual. The mails and nearly all the baggage were consumed. Too much credit cannot be given to Mr. Spencer for the prompt manner in which he acted on this occasion.</p> <p>More details of rescue  <b>MR. A.F. SHERWOOD</b>  Superintendent of the Dominion Police who was one of the passengers in the Ottawa sleeper, said that only a very slight shock was perceptible in that car. It stopped suddenly, but not in such a manner as to alarm the inmates. The first indication to them that an accident had occurred were the screams of the terrified passengers in the forward cars. Mr. Sherwood, together with most of the other passengers in the sleeper, imagined that some person had been run over by the train. On going out a terrible sight met their gaze - the shrieks of the terrified passengers, the lurid glow of the flames from the burning cars, the bleeding faces of the passengers who had escaped from them, and the small lake caused by the water which had escaped from the broken tank, all combined to form a picture which will never be forgotten by those who witnessed it. The only other Ottawa passengers on the train, so far as could be ascertained, were Mr. Cole of the National Tent and Awning Company and Mr. Dewe, Chief post office inspector.</p>

Date	Location	Killed	Injured	Details
08/06/1886	Petawawa	1	4	<p>Ottawa Citizen 26 Jan 1885</p> <p>Our Pembroke correspondent writes: "On hearing the sad news of the accident which occurred this forenoon at Pettewawa (sic) a station ten miles west of Penbroke, I drove to the scene of the disaster (through the kindness of the editor of the Standard). Arriving at the end of a ten mile drive we found the scene of the accident as complete a piece of train wrecking as it is possible to imagine. The whole of the longest span of the new three-span bridge crossing the Pettewawa river had collapsed, and all its iron work, trestling etc. lay in a mangled heterogeneous mass in the water of the rapids flowing underneath the bridge, the same having been mixed up with the remains of the steam shovel and derrick, and also of a couple more flat cars; against the solid stone pier on the westerly end of the demolished arch or space stood the "conductor's van" on end, one end of the van in the rapids, the other leaning against the stone pier just as it rushed over. The bed of the rapids was totally blocked with wreck, at the eastern pier of this demolished arch, with one end also in the waters, and the other reared up against the stone pier, stood, also on her end, boxcar No. 1762, whilst over the edge of this eastern pier hung boxcar No. 2918, literally hanging over the impromptu precipice, as it were, half way coupled to car 312, which had escaped and there was standing on the sound span. I would at a cursory glance estimate the length of the gap caused by the accident to the bridge, at say about 120 feet. The bridge was a solid looking structure of iron in three spans and fitted into solid stone piers. The masonry did not show the least sign of the shock it received. Interviewing the man who found poor Williams' corpse, I learned his hat was on his head, one hand in his pants pocket, and a leather mit on his right hand, and it was evident he was about "braking" as he was instantly hurried to his cruel end. John Holyoakes was the driver on the train, John Eldred, fireman, both escaped injury, Stewart Gthompson, in charge of the steam shovel, was badly bruised and cut. A young frenchman from Ottawa, name, unknown, had his left arm badly smashed. Dr. Dickson amputated it at the shoulder this evening. Three tramps said to be stealing a ride were badly injured. Mr. C.W. Spencer and Mr. Harry Spencer arrived with a special about 5 p.m. and investigated and commenced with a gang of men to start clearing the wreck being engaged with two engines. After the inquest, Williams' body will be taken to the station by Lodge 128, A.F.&amp; A.M., of which he was a member.</p> <p>There is an account of the inquest in Journal 10 June 1886.</p> <p>The evidence showed that the derrick of the steam shovel caused the accident by catching the bridge overhead --</p> <p>Verdict "That the deceased conductor, Frank Williams, came to his death in consequence of a railway accident at Pettewawa Bridge on Canadian Pacific Railway on the 7th instant, said accident having been caused by the deceased having failed to take the necessary precautions in approaching the bridge in time as required by his running orders.</p> <p>Ottawa Journal 9 June 1886</p>
26/03/1887	Franktown	0	0	<p>Interview with Mr. H.B. Spencer. "On Saturday morning a collision between two freight trains, about four miles north of Smiths Falls Junction occurred, which resulted in several empty boxcars and loaded cars being damaged, all freight however being saved. The engines were to some extent broken up, but can be repaired and put into service in the course of a few days. On the report of the accident having taken place a box car and a large gang of men went west to the rescue to clear up the wreck, and transfer the passengers from the cars of the Toronto express which had been delayed by the accident to others which had been brought down to save delay. The line was clear by four o'clock the same afternoon. "The cause of the accident is due to the carelessness of the conductor of the westbound freight who had orders to cross freight special at Frankton (sic). However, instead of carrying out his orders, he passed his crossing place and collided with the freight special which he should have crossed Frankton, four miles north of Smiths Falls. The conductor was promptly arrested and placed in gaol at Smiths Falls, and when brought up for trial will be prosecuted by the company."</p> <p>No injury or loss of life.</p> <p>Note disparity of mileage.</p> <p>Ottawa Citizen 30 March 1887</p>

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
10/05/1887	Vars	0	0	An accident which might have been of a serious nature but in which, fortunately, no loss of life occurred, took place on the Canada Atlantic line yesterday about twenty miles from the city. The New York Express, due here at 10.30 a.m. was flagged to stop, a freight train consisting of forty-one cars being in front. This train had run into a hand car, the engine going off the line and being buried deep in the ditch. A general smash-up of the freight cars was the result, the engineer and fireman having a miraculous escape and being uninjured although much shaken. The passengers on the express were delayed nearly four hours awaiting a train from the city. The damage to the freight cars is considerable and it will take some time to remove the wreck. Ottawa Citizen 11 May 1887
30/06/1887	Cobden	0	0	Saturday afternoon last a considerable train whose sole cargo was a mass of wreckage came slowly into town over the bridge and down the grade. Two bells were ringing, one from the live engine in front, and the other from a dead dismantled engine in the centre. There had been a collision in Cobden on the previous Thursday and these were the remnants which the active wrecking gang had picked up. That day a train arrived down from Pembroke and was to cross the up mixed. There was some shunting to be done, but the driver said he would wait until the mixed was out of the way. He left the engine in charge of his fireman with the caution not to move, then he stepped off to go into the station for a drink of water. In a minute or two a brakeman came flying over the cars and shouted to the fireman to pull ahead. What it was that induced the young man to disobey the orders of his superior officer we leave to the psychologist, but disobey he did. Not only did he give her steam but he pulled the throttle wide open, and then almost instantly he fell in a sound sleep, from which he could not be roused by the shouts of the people nor the terrible screeches of the approaching locomotive. The wide awake men on each train jumped for their lives and into the jaws of death each locomotive plunged with that unrousable sleeper at the throttle in the last quarter of a race with the Seven Sleepers. The shock was like an unabridged Charleston earthquake and the engines and several of the cars were in an instant a heap of irrecoverable ruins. While the fireman lay outstretched in an adjacent field. When they ran to him they found him uninjured, but in response to the pressing inquiries as to why he had done it he answered that his mind was a perfect blank. All that he could remember was hearing a command and obeying it. The poor fellow felt his condition keenly. Carleton Place Central Canadian. Ottawa Journal 7 July 1887.
04/08/1887	Montebello	0	0	From reports which reached the city yesterday it appears that two freight trains of the Canadian Pacific Railway collided at Montebello on Thursday morning. The damage to property reached the sum of several thousand dollars. Both locomotives were smashed and several cars damaged. The accident caused a delay of some two hours. Ottawa Citizen 5 August 1887
07/11/1888	Chalk River	1	0	Train heading towards Carleton Place became divided, engine was reversed and rear part crashed into the front part and derailed. Ottawa Free Press Nov 11 1888
12/08/1891	Rideau Canal Drawbridge	0	0	See papers file.

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
30/03/1892	Hull	2	0	<p>A smash up in which one man was killed and another fatally injured, and many were badly shaken, occurred on the Canadian Pacific Railway near Hull station yesterday afternoon.</p> <p>The "Soo" train from Montreal, due in Ottawa at half past three, ran through an open switch, wrecking the engine and tender, baggage express, and two colonist cars and killing the fireman Johnson Gloden of Montreal.</p> <p>The train, being a through train, passed through Hull station without stopping, running at about 25 miles an hour. About two hundred yards south of the station is a switch. At that point begins an embankment that runs to a height of some 20 feet. The switch was open, and the train dashing along left the rails and thundered down the embankment. The engine tore over the earth and snow for some two hundred feet and then dug deep into the mucky soil.</p> <p>Both driver and fireman stood to their posts. The baggage car, rising up, broke its fastenings to the tender and over turning the engine and tender, was carried through the air and dropped to the ground some fifty feet further on from which place it ploughed through the ground some fifty feet further, the express and postal car following.</p> <p>More - Inquest details. Ottawa Journal 31 March 1892</p>
11/04/1892	Beechwood Avenue			<p>An electric car ran against the side of a passing locomotive on the CPR. This was the result of crass carelessness on the part of the motorman who was watching a team of runaway horses instead of looking out for engines on the CPR and the motorman was disciplined in consequence. The report contains a good sketch map of the location.</p> <p>Also covered in the Journal for April 11, 1892. car No. 11. Motorman Brunette. There was only one passenger on board at the time. It took fully two hours to get the car on the track - travelling jack screws having to be used. RG12 vol 2512 file 3508-18</p>
21/08/1892	Avonmore	1	0	<p>An eastbound and a westbound freight train crashed into each other and James Woods, a brakeman on the eastbound was caught and instantly killed. Wrecking train went out from Smiths Falls. More.</p> <p>Also reported in the Ottawa Citizen, same date. Ottawa Journal 8 22 1892</p>
16/11/1892	Stag Creek	4	0	<p>See Papers for details Ottawa Journal Nov 17 and 18 1892</p>
21/01/1897	Barrys Bay	3	1	<p>Full account, wayfreight hit an open switch four miles west of Barrys Bay. Was found to be the fault of a teamster who drove a heavily laden sleigh over the switch and damaged it.</p> <p>Also reported in the Citizen 22, 23, 25 and 27 January and 2 February. Also reported in the Ottawa Free Press. Ottawa Journal 22 January 1897</p>

Date	Location	Killed	Injured	Details
14/10/1897	Stittville	5	1	<p>Ottawa Journal 10 14 1897</p> <p>Shortly after five o'clock this morning the C.P.R. Toronto "Cannon Ball" Express coming to Ottawa and a freight train ran into each other about three miles this side of Stittsville. A bad wreck resulted.</p> <p>Five are dead and one is badly injured.</p> <p>The dead are:</p> <p>Robt. Peden, mail clerk Ottawa.</p> <p>Jas Hastey, brakeman on the express, Carleton Place.</p> <p>James Tierney, of Cantley, Quebec, was on the freight and supposed to be stealing a ride.</p> <p>Engineer, Frank Laurendeau, Carleton Place, of the express is under the wreck and supposed to be dead.</p> <p>James Fleming of Cantley, Quebec, who was in freight. Not known how he was on.</p> <p>The Injured.</p> <p>Engineer McCuaig of the freight Carleton Place. Leg broken.</p> <p>Mail clerk Birchall and Expressman T.C. Hewton were badly shaken up.</p> <p>The Cause.</p> <p>The accident as far as can be learned was the result either of a misunderstanding or non-obeyance of orders between the night telegraph operator and the conductor of the express.</p> <p>Marion McNish, the night operator at Stittsville got instructions to cross the express and a freight at Stittsville.</p> <p>Why the express was not held at Stittsville as orered has yet to be ascertained but the fact is it was not held and thundering on along the downgrade met half of the freight that shoud have crossed it at the Stittsville switch. The result was a terrible collision. At the point where the accident occurred the express runs at a high rate of speed.</p> <p>Stittsville is at the top of a long steep grade. Just past Stittsville the ground rises slightly and then descends so that a train going east cannot see a train coming west. The freight train was long and heavy.</p> <p>The crash</p> <p>The engineer of the freight divided his train in two. He had taken one section to the Stittsville siding and was on the up-grade with the second section when the "Cannon Ball" express came tearing down the grade and quicker than it can be written there was a head-on crash, cries of the injured and wreckage strewn all around. The collision occurred near the Hazeldean crossing.</p> <p>The wreck was piled up 30 feet high. The two engines are badly damaged and the baggage car on the express and three freight cars wrecked. The scene was a sad one to witness.</p> <p>Doctors arrive</p> <p>As soon as the crash was over and a crowd gathered doctors were set for in all directions. Soon there were on the scene Dr. Richardson of Hazeldean, Dr. Channonhouse and Dr. Danby of Richmond. They worked hard to aid the injured.</p> <p>Jumped for Life</p> <p>As soon as the express appeared in sight, Engineer McCuaig of the freight put on the air brakes, but as soon as he saw a collision was inevitable he and the fireman jumped for their lives.</p> <p>Pinned in the Wreck</p> <p>Brakeman Hastey of the freight, who had been riding on the engine, did not jump. When the crash was over he was found pinned down by the leg in the wreck of the freight engine. He was conscious. He suffered terribly but lived until 8.30.</p> <p>The poor fellow could not be taken out. Mr. S. Mann of Stittsville was near him when he died.</p> <p>"Get the stuff off me", he said weakly, and I will be all right. He then swooned and shortly afterwards breathed his last.</p> <p>No Time to Think</p> <p>According tothe story of Engineer McCuaig, the trains did not see each other until they were less than 8 car lengths apart, and there was no time to think. As soon as he saw the express coming he told the fireman and brakeman, he says, to jump and jumped himself, getting clear. The air was misty at the time and still comparatively dark.</p> <p>Descriptions of narrow escapes by crew members</p> <p>Pen Picture of the Wreck as seen by Journal Reporters</p> <p>The wreck is a terrible looking scene. Two engines lie bottoms together, with the</p>

Date	Location	Killed	Injured	Details
				<p>debris of broken freight cars and tenders piled upon them. They are in a ditch on the south side of the track, in a swamp full of bulrushes.</p> <p>The telegraph poles on both sides are bent away from the track, the wires broken and down.</p> <p>The track runs through a swampy land and on both sides are low bushes. the two engines are lying together in a ditch on the south side of the track. The tender of the express train was half way through the baggage car and the front of the second baggage car is also badly smashed. Of the passenger train, only the engine left the track while the freight engine lies beside the passenger engine and the freight cars are piled in a heap on the north side of the track. Two of the freight cars are smashed to pieces, while parts of the trucks are broken and twisted altogether out of shape. The trees beside the engines are covered with earth for twenty feet back from the swamp and right up to the topmost limbs, while the fences look as if they had been built of mud.</p> <p>The track where the engines met has been bent considerably, while the sleepers are broken and many will have to be renewed.. While the train hands at noon today are cleaning up the debris the wreckage was so entangled that many ties were further broken. Trains will likely be moving along the line before five o'clock this afternoon.</p> <p>Passengers' experiences.</p> <p>Ottawa Evening Journal Friday 15 October, 1897. Extensive coverage: Victims taken home, Inquest opened.</p> <p>McNish in Custody</p> <p>Operator McNish of Stittsville is being kept in custody at the C.P.R. station. The crown authorities have not yet decided to place him under arrest, but he is being held for the present. He is only nineteen years of age and feels very keenly over the accident. An expression of opinion that he is responsible for the accident should be withheld until the verdict of the coroner's jury is given.</p> <p>First Train Through</p> <p>The first train to get past the scene of the wreck was the Brockville mixed which arrived at Ottawa at three o'clock yesterday afternoon about six hours late.</p> <p>Ottawa Evening Journal Saturday 16 October 1897.</p> <p>Borne to the grave.</p>
01/03/1898	Smiths Falls	2	0	<p>Chesterville Record 3 3 1898</p> <p>A terrible collision with loss of life occurred three miles east of Smiths Falls between three and four o'clock Tuesday morning. As near as can be learned it occurred in this way. A freight was going west, followed by an engine running light, which, in turn, was followed at the normal distance by another freight train. A number of cars broke loose from the first train, and, after some delay, were picked up by the light engine, and ere warning could be given the rear train came round a curve in the road and dashed at full speed into the light engine and runaway cars doing great damage to both engines and telescoping the cars, which then took fire and several were totally consumed. The driver, Charlie Sims and the Fireman, William Wilson, both of Carleton Place, and both on the rear train were killed. An auxiliary train from Smiths Falls with doctor McCallum, CPR surgeon was soon on the spot. Sims was dead before his arrival, but his body was so caught in the wreck that it could not be got out. Wilson was taken to Smiths Falls but was so badly hurt that he dies a few minutes after his arrival there.</p> <p>It is understood that an inquest will be held at once. Superintendent Leonard happened to be at Smiths Falls and visited the wreck on the auxilliary train. The 3.45 train for Montreal proceeded by way of Ottawa. The local for Montreal was delayed three or four hours while the line was being cleared of the wreck. Also reported in the Citizen of 1 March 1898.</p>
13/03/1898	Sharbot Lake	0	0	<p>A Canadian Pacific passenger train of four coaches was derailed about three miles east of Sharbot Lake on Saturday morning about 10.40 o'clock. A sprung rail was the cause of the accident. The engine and the fore truck of the tender did not leave track and the baggage car held to the ties, but the passenger coaches were overturned and thrown into the ditch. The coaches were considerably damaged and the track, ties and railbed were torn up for a distance of two hundred yards. Nobody was hurt. There were twenty passengers on the train, most of whom were were in the coach behind the baggage car. This coach was thrown on its side and brought up against a large boulder. Sir Frank Smith and Senator Lougheed were the only passengers in the rear car and, although badly shaken up, escaped uninjured.</p> <p>Chesterville Record 3/17/1898.</p>

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
17/03/1898	Merrickville	0	0	At 5 o'clock this afternoon two freight trains came together about a mile east of this station, the result being the destruction of two engines and sixteen cars. All hands jumped and escaped injury. It will be some hours before the road can be cleared. The accident seems to have been due to misunderstanding of orders given at Smiths Falls. Chesterville Record 3/17/1898

Date	Location	Killed	Injured	Details
10/06/1898	Embrun	4	0	<p>Four men killed.</p> <p>Gravel train derailed with terrible results.</p> <p>Accident occurred near St. Onge in Russell county.</p> <p>Twenty five cars reduced to splinters.</p> <p>Russell June 11. At 6 o'clock last night a construction train on the New York and Ottawa Railroad, with 22 cars loaded with gravel, left the track at Embrun station. The accident is supposed to have been caused by an open switch. The engine turned over on its side and ten cars piled up and were smashed into tinder.</p> <p>Four bodies were taken out of the wreck. They are Mr. Greenley, conductor, Mr. Crysler, fireman, and J.W. Rombough and Greenley carmen.</p> <p>At 8 o'clock this morning it was impossible to say if any more are under the wreck.</p> <p>Ottawa June 11. The accident caused quite a stir around the city and was discussed on all sides, although no authentic particulars can be obtained. The Free press sent a representative to the scene and at a late hour this morning he telephoned that the accident was most appalling. Only the four bodies had been removed from the wreck and it was not thought any others met death, although an escape after the sudden pitch in occurred would have been impossible to any on the ill-fated train.</p> <p>From information received, the train was ditched by an open switch near St. Onge, which is about seven miles from Russell village. The train was known as No. 3 and was returning from the pit to Longfield on the last run of the day at the rate of nearly 20 miles an hour. The train consisted of an engine and 25 heavily laden cars. Just where the switch is situated there is a steep embankment and down this the engine plunged at full steam with the unfortunate victims. There was no chance for escape. In a twinkling the cars crashed together and went on top of the locomotive and the poor fellows who were in the cab. The three nearest cars were reduced to splinters and all piled up in a miscellaneous mass on top of the wrecked engine. The scene which followed was frightful. No assistance could be rendered the helpless ones.</p> <p>Work of rescue started at once by the railway hands, but it was hours before the bodies were recovered.</p> <p>The bodies of William Rombough, the cable man on the train, and Fireman Crysler were recovered about 8 o'clock but that of Conductor Greenley could not be found until 2 o'clock this morning and by that time two car loads of gravel had been shovelled away. The man's head was badly smashed and his legs broken, Fireman Crysler's body was found near that of Rombough. It was frightfully bruised. A brother of Greenley's who was also on the train was hurled head first into the ditch and one of the cars crushed him. He was killed instantly.</p> <p>Engineer Murray, as the train approached the switch, notices something was wrong and quickly reversing the brakes, jumped for his life. He escaped with a few bruises and a scalp wound. Jacob Brown, one of the train hands, had one of his hands frightfully crushed and Manson Hollister an ugly scalp wound. Both are in serious condition and fears are entertained for their recovery.</p> <p>Greenley, a short time ago, moved from the east to Ottawa, and has a wife and two sons here.</p> <p>Crysler was a resident of Crysler and was a single man.</p> <p>President Hibbard, when seen in reference to the accident said "I know very little of the details. There is no telegraph office at Embrun and the nearest telephone is three miles away, so that particulars are meagre. It appears that a construction train belonging to the contractors Messrs. Balch and Peppard was going south. It consisted of an engine and some twenty empty flat cars. The switch at the north end of Embrun siding had been tampered with, possibly by someone who knew very little about it. The wheels of the engine caught in the opening, with the result that the engine was derailed and ten flat cars piled upon one another. The cars were entirely demolished and the engine partially disabled. Fireman Crysler of Crysler; Conductor Greenley, of Ottawa and two brakemen, whose names I do not know, were killed. This was the contractors train, the company had nothing to do with the accident and we are in no way responsible for it. As I said before it was purely on account of some one tampering with the switch.</p> <p>An inquest into the cause of the wreck on the Ottawa and New York road was held at Embrun. Dr. Ferguson, of Cumberland, presided as coroner, and Duncan McDiarmid was foreman of the jury. There was quite an array of legal talent, R.A. Pringle representing the contractors, and C.H. Cline of Cornwall and C.B. Rae of Chesterville, the friends of the victims. After hearing all the evidence the inquest was adjourned to meet again on 16th instant in the village of Russell. An order was</p>

Date	Location	Killed	Injured	Details
				issued for the interment of the bodies. There was also a piece on the death of Frank Crysler, the only son of the reeve of Crysler and a description of the funeral." Chesterville Record 6/16/1898
24/07/1898	Pembroke	0	9	Shortly after one o'clock yesterday morning. The regular CPR passenger train commonly known as "The Soo" passes this station on its way east at 1.02 a.m. and Saturday night it came into the station carrying a red signal, but through a blunder on the part of some one was not detained here as it should have been and shortly after pulling out from the station ran head on into a special passenger train loaded with excursionists returning from the North Lanark Agricultural Society's excursion to the Experimental Farm, Ottawa. More Occurred about 1 1/2 miles east of Pembroke and fortunately was on a straight stretch of road where the engineers of both trains had time to realize the danger. They reversed their engines and applied air brakes, and this done they jumped with their firemen for their lives. Who was at fault etc. Ottawa Journal 25 July 1898
11/10/1898		0	1	A construction train on the CPR near Rockland ran into a freight train yesterday. The freight engine was completely wrecked and several flat cars were piled up. A brakeman was slightly injured. The freight engineer sent a flagman ahead to flag the construction train and meantime came to a full stop. The construction train was running with cars ahead of the engine. About forty construction men were on the train, but jumped when the collision came. None were hurt. Superintendent Robillard came up to Ottawa yesterday and went down to the wreck Engineer Cleary and Conductor G. Smith had charge of the freight train and Conductor Monahan had charge of the construction train. Ottawa Journal Wed 12 Oct 1898
04/12/1898	De Beaujeu	0	0	A CPR freight train pitched into a CAR freight train at St. Polycarpe Junction yesterday morning and wrecked an engine, a number of freight cars and the station house at the junction. Several CPR men were somewhat injured. The CPR engine is a total wreck, several freight cars are ruined and six loaded cars belonging to the CAR were damaged. One car loaded with hay was completely demolished and two others loaded with structural iron for the Hawkesbury pulp mills were very badly damaged. None of the CAR train hands were hurt. The CPR train from Toronto to Montreal had to come by way of Ottawa yesterday. Also reported in the Ottawa Citizen for the same day - but the location is described as the diamond at St. Polycarpe. Ottawa Journal 12 5 1898 Mon
05/12/1898	Pointe au Chene	0	0	The Soo express which left Ottawa for Montreal at 4.25 ran into a train of freight cars at Pointe au Chene about day break this morning. The engine of the express was thrown from the track and badly wrecked, and three freight cars were smashed into splinters. The passengers on the express were badly shaken up and the engineer and fireman had a narrow escape. The express left Ottawa twenty five minutes late and had been delayed still further by violent wind storm. The freight cars were on the main track. Ottawa Journal 12 5 1898
05/01/1899	Pembroke	0	0	Pembroke 5 Jan. The Pembroke Southern has met with its first accident. To-day as the noon express was pulling into Pembroke station the air brakes failed to work and the engine went tearing over the end of the rails onto the sidewalk on Pembroke Street, opposite the Post Office where it remains somewhat damaged. No other damage was done, however, and a wrecking gang is now at work putting everything into ship shape. Ottawa Journal 1 5 1899 Thursday
17/02/1899	Green Valley	0	10	Eight passengers and two train employees were more or less injured. At 6.15 a.m. without warning, the cars jumped the track. The engine and tender kept to the rails. After one lurch, on leaving the road, the train came to a standstill. Conductor Lucy sent the engine to Green Valley station. Caused by a broken rail." Chesterville Record 2/23/1899

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
13/03/1899		0	0	Pembroke March 15. The Pembroke Southern had another accident Monday morning, but happily there were no serious results. The morning express had got about two miles out of town when the engine jumped the track and carried the passenger and baggage coach with it. The rolling stock was somewhat damaged, but no lives were lost, in fact no one was at all hurt. The wrecking train was soon on the spot and the work of getting the engine and cars back on the track has been occupying the attention of the crew all day. Ottawa Journal 15 March 1899
17/03/1899	Reggs Farm	0	0	Derailment caused by rail spreading. Engine, car of brick, way car, passenger car. Renfrew Mercury
09/08/1899	St. Polycarpe	8	4	Ottawa Journal. Aug 9 1899. This morning when the CAR express was speeding into St. Polycarpe station the engine left the track taking with it the baggage car and second class coach. The fireman, Geo. McCuag of Ottawa East and an unknown second class passenger were instantly killed . The engineer, Robt. Orr and five second class passengers were seriously injured. More. Subsequent articles 10 August. Mogul 664. Should this be 4-4-0 #624. Picture PA-135846

Date	Location	Killed	Injured	Details
09/08/1899	De Beaujeu	8	6	<p>Eight dead in wreck.</p> <p>Ottawa Aug. 9. The Canada Atlantic fast train, which should have arrived here at noon today, jumped the track at St. Polycarpe Junction and Fireman Geo. McCuaig and a sectionman and a second class passenger, whose name cannot be ascertained, were killed.</p> <p>It is supposed that the train jumped the track at the switch.</p> <p>Engineer Orr was slightly injured and five passengers more or less injured.</p> <p>The accident was the first since the inception of the road and General Manager Chamberlain was at a loss to imagine the cause of it.</p> <p>The track at St. Polycarpe is as level as a floor and there are no ditches. The track is said to be about the best piece of road on the system and is constructed with 73 pound steel rails. The fast express from Ottawa to Montreal, which leaves the Central Depot at 8.40 passed over the same track ten minutes before the ill fated express, crossing the Montreal train at Coteau Junction.</p> <p>The wreck train left Montreal at 9.40 o'clock and was due at Ottawa at 12.10. It was the fast express and was made up of a baggage car, a second class, a first class, two parlour cars, a sleeper and the Intercolonial parlour car.</p> <p>Five of the cars left the track, the Intercolonial car and the sleeper being the two rear cars remained on the rails.</p> <p>So far as learned, the baggage car, the second class and the engine were piled together in a heap. All the passengers that were injured were in the second class car.</p> <p>The news spread around town with wonderful rapidity, and the most exaggerated reports were prevalent.</p> <p>Hundreds of people kept the telephones ringing and called at the station to get news. Friends of the excursionists, who went to Ste. Ann de Beauvre, were especially anxious as it was feared that some of the victims were on the train.</p> <p>The special train with pilgrims to Ste. Anne de Beauvre was shortly behind the regular at the time of the wreck. It was due about two o'clock, but it will not likely reach here before six o'clock.</p> <p>Within an hour after the wreck, six doctors were on the scene attending to the injured.</p> <p>As the news of the accident spread around the city people flocked down to the Central Depot to await the arrival of the special train sent out to convey the passengers to the city. Many had friends on board and were extremely anxious to hear whatever news was going. Very little satisfactory, however, could be obtained, as the operators at the wires were, according to the rules, forbidden to impart any information.</p> <p>The killed so far as identified are O'Connor, Rochleau and Roach.</p> <p>Later - the identified so far are: Joseph Rochleau and daughter, of Champlain Street, Montreal. Ned Stairs, Ottawa. Wilson O'Connor, Ottawa.</p> <p>The fatally injured are: Nellie Ryan, Aridget Ryan and Ellen McDougall of Maniwaki and Mrs. Jos Rochleau of Montreal.</p> <p>Most of the dead and injured were pilgrims returning from Ste. Anne de Beauvre. The Record, Chesterville, 8/10/1899</p>
25/06/1900	Glen Robertson	0	1	<p>In an accident on the Canada Atlantic Railway near Glen Robertson Monday morning Fireman J. Logan of Ottawa was severely injured and a number of cars were destroyed. It happened about two o'clock. Two freight trains, the one following the other, overhauled and a rear end collision occurred. Logan, the fireman on the rear train was thrown out of the cab by the force of the collision and had his right leg broken in two places in addition to sustaining other injuries. The van of the first train and the locomotive and several cars on the rear one were damaged. Four cars carrying grain and lumber took from the engine and burned with their contents. All the train hands, with the exception of Logan, escaped unhurt. The injured fireman was taken to the city and removed to St. Lukes Hospital where Dr. Kidd attended to his injuries. The accident occurred through some misinterpretation of the rules.</p> <p>The Record Chesterville 628 1900</p>

Date	Location	Killed	Injured	Details
10/11/1900	Maxville	1	0	<p>Ottawa Nov. 12. (also reported in the Journal November 12) Jacques White, engineer on the Canada Atlantic Railway dies at 3 o'clock Saturday afternoon at St. Luke's Hospital, as the result of injuries he received in a collision between two trains at Maxville at 11 a.m. on the same day. The deceased lived with his brother in law, Mr. George W. Robb, 40, Argyle Avenue.</p> <p>White was engineer on a ballast train that was backing into a siding at Maxville. A freight train was coming into the station at the same time. The brakes on the latter train did not act promptly and the two engines came together. White had stepped to the footplate of his engine to see how his train was progressing. When the collision took place the coupling between the engine and tender of the ballast train broke and White was pinned between them. His ankles were broken and one knee crushed. He did not seem to be severely injured internally. A train was run into Ottawa and White was taken to St. Lukes Hospital. He died soon after reaching the institution. Dr. Freedland, the coroner was notified, and he decided that an inquest was necessary. This will be held this morning at S. Rogers and Sons morgue. The circumstances in connection with White's death are very sad, inasmuch as he was the only support of a widowed mother. She arrives Saturday in Ottawa from Smiths Falls in which place the deceased formerly resided and she is almost heartbroken by her son's death.</p> <p>White was a widower, his wife having died last summer. He had no family. The damage to the trains was inconsiderable. None of the other trainmen were injured."</p> <p>The Record Chesterville 11 15 1900</p>
10/12/1900	Haleys	0	0	<p>Ottawa Dec. 15. The Soo train going east jumped the track at Haley station six miles this side of Pembroke at 2 a.m. today, and tore down the station. The baggage car ran up against the station house. No one was injured, and only a shantyman on the train was slightly shaken, though the train was running about 40 miles an hour. The Record Chesterville 12 13 1900</p> <p>Ottawa Journal Dec 10. A fuller, but essentially similar, account.</p>
14/03/1901	De Beaujeu	0	0	<p>Geo. Lumsden, locomotive engineer, was injured in the CPR accident at St. Polycarpe.</p> <p>Rly &amp; Shipping Erid 1901 p. 106</p>
05/09/1901	Russell	0	0	<p>While the New York and Ottawa evening express to Ottawa was passing Russell on Thursday, the axle of the tender broke. The broken ends jammed together in a V shape but did not throw the train off the track. However, the wheels of the broken axle ran between the tracks and clipped off the heads of the bolts that held the rails together for several hundred yards. The train was travelling nearly 60 miles an hour. The Record Chesterville 9 12 1901</p>
13/10/1901	Cornwall	0	1	<p>Percy Fawthrop, 11 years old, was playing with other boys on flat cars behind a boxcar in Cornwall yard. Freight train 14 backed into these cars and he lost his balance and fell off the end of the car, hands striking on rails and one pair of wheels passing over and crushing fingers on both hands.</p>
09/12/1901	Newington	0	1	<p>Jas. Murray of Finch, 44, was walking along the right of way in a blinding snowstorm and was struck by the side of the engine hauling train #2 knocking him in a ditch and bruising him badly.</p>
21/03/1902		0	2	<p>One of the cars of the Ottawa Street Railway operated by motorman Roderick McRae, left the track at the foot of Somerset Street this afternoon. Miss Wilson, one of the occupants, was thrown under the car and had one of her arms jammed, the motorman, John Robertson, (sic), was severely shaken up and cut by broken glass but was not seriously injured. It is thought that McRae may be internally injured. The car was coming down the Somerset steet hill when it became unmanageable. Miss Wilson belonged to Kemptville and was visiting friends in the city. The car was not badly damaged.</p> <p>The Record Chesterville 4 3 1902</p> <p>See also Ottawa Journal account.</p>

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
06/07/1902		0	0	Bumped by a big car. About 12.30 Sunday afternoon, car No. 203, one of the large closed Britannia cars, telescoped one of the smaller open cars near the crossing about a mile this side of Britannia station. The smaller car was considerably damaged, the upper works faring badly in the collision with the heavier and higher body of the second car. Fortunately there were only two passengers on the first car, the afternoon rush not having set in. Both passengers and crew escaped injury. The first car was at a standstill changing crews when the accident happened. Ottawa Citizen 7 7 1902 Monday
25/07/1902	Smiths Falls	0	0	Smiths Falls, 25 July. The Toronto express going west, plunged into a number of empty freight cars on the main track, while approaching the station here today. The locomotive was derailed and partially demolished, the baggage car and second class cars also leaving the rails, but not being badly injured. None of the trainmen or passengers were injured. Ottawa Journal 25 July 1902
05/08/1902	Smiths Falls	0	0	Ran into an open switch Brockville train stuck at Smiths Falls No one hurt but those returning from regatta had to go around by Winchester. What might have been a serious accident happened on the C.P.R. Brockville and Ottawa train at Smiths Falls this morning. The train was pulled by No. 379 and had slowed up coming into the station when the engine ran through an open switch and left the track. Beyond a slight jolt the passengers were not inconvenienced.. It looks as if the Ottawans returning from the regatta would have a long delay, but a train was caught for Kemptville Junction where a transfer was made to the train from Prescott and Ottawa was thus reached. Ottawa Journal 5 August 1902
22/11/1902	Harrowsmith	0	0	Smash up on the Kingston and Pembroke Railway. A disastrous collision took place on the Kingston and Pembroke Railway at Harrowsmith on Saturday morning. The incoming mixed train, due Kingston at half past nine o'clock, and a gravel train met in collision almost in the yards at Harrowsmith. Both engines were wrecked and the cars of both trains thrown from the track and badly damaged. No lives were lost as the engineers and firemen of both engines jumped and saved themselves. A track was built around the wreck so as to provide passage for all trains until the wreckage would be cleared. It is said that the gravel train was at fault in pulling out when it did, causing the smash up. The Record, Chesterville 11 27 1902
27/11/1902		0	0	Hintonburg, an Ottawa suburb, was the scene of an unusual, if not unprecedented experience at a late hour tonight. At 11 o'clock a car of the Ottawa Electric Railway, running on the Somerset Street line to the above suburb, was burned to the track. Motorman George Coghlin had taken his car out as far as Hullmou's Corner, when the trolley wire broke, and the dead end, falling upon the car, set fire to it, as if it were kindling wood. The lurid reflection caused by the burning car gave the impression of a house on fire and an alarm was rung in calling out the fire brigade, which arrived at the scene followed by a large crowd of spectators. The passengers who were on the car at the time escaped unhurt, but the car was totally destroyed. For the length of a 100 feet the trolley wire was at a white heat, hissing and spluttering and emitting electric sparks which, with the burning car, caused intense excitement. The Record, Chesterville 11 27 1902

Date	Location	Killed	Injured	Details
01/06/1903	Carleton Place	1	0	<p>Louis Napoleon Langelier, engineer on the Canadian Pacific died in the Water Street hospital last night from the effects of injuries received in a pitch in at Carleton junction about two weeks ago.</p> <p>At that time, the Toronto Express, which Langelier was driving, ran through an open switch and crashed into some freight cars on the siding. Langelier and his fireman, jumped both to the same side of the train. Langelier rolled over his fireman and in the mix up received a compound fracture of his right leg. He was a very heavy man and the tumble gave him a bad shaking up internally as well. He was brought to Ottawa and taken to the Water Street hospital where the best possible medical attendance was given. The shock sustained and a complication which set in with the injured leg were, however, too much for the victim, and he gradually sank until death relieved him of the intense agony.</p> <p>One of the best etc. More</p> <p>Since the accident to Langelier's train which has now cost him his life, three employees of the company who were connected with it have been discharged.</p> <p>Ottawa Journal 6 11 1903</p>
18/06/1903	Russell	0	1	<p>Jas. Holden lost his balance and fell from engine while taking water, cracking his kneecap.</p>
29/07/1903	Cambridge	0	0	<p>There was a slight mishap to a freight train on the Ottawa and New York Railway last night at Cambridge station. The train was in charge of Joseph Hardy of Ottawa. From information received at the head offices here it appears that the train broke in two when a short distance from the station, and the rear end, which consisted largely of flat empties, crashed into the front half. This threw the flat cars off the track and damaged them badly. There was no one hurt in the accident.</p> <p>Ottawa Journal 7 30 1903</p>
11/09/1903	Harrison	1	0	<p>Jno. Shaver, of Osnabruck Centre, was walking across the track at Harrison's Corners and was struck by a train and instantly killed.</p>
17/09/1903	Embrun	0	1	<p>Jas. Johnston jumping from front step of caboose, foot slipped and went on a rail, wheel ran over one heel which was badly bruised.</p>
21/09/1903		1	0	<p>Thos Reid, 70, an inmate of the Leeds and Grenville House of Industry was struck and killed by the outgoing express.</p> <p>Chesterville Record.</p>
27/09/1903		0	4	<p>Express train collides with freight train in Ottawa</p> <p>A despatch from Ottawa says:- Four people were injured, two engines were badly smashed, and three cars telescoped in a head on collision on the CPR Short Line at the Rideau Yard, just beyond Hurdman's bridge at 1 o'clock on Sunday morning. Coming into Ottawa and travelling at a good rate of speed, the ""Soo"" train collided with a special freight, which contrary to the rules, had got on to the main line while the right of way belonged to the express. The four persons injured were train hands Engineer J.M. Doherty, Ottawa; Express Messenger R. Thompson; Baggage man E. King of Montreal and brakeman Geo. Gobey of Hintonburg. As to the cause of the accident the CPR authorities say there was no reason nor excuse for the freight being on the main line on the time of another regular train, for, knowing that the ""Soo"" express was due, the freight should have taken a siding. The hands in charge of it however, had evidently forgotten the approach of the express and their thoughtlessness, while imperiling a lot of lives, will incidentally cost the company a tidy sum.</p> <p>The loss to the CPR is estimated at about \$50,000. The engine, no. 303 attached to the ""Soo"" train was an expensive type and while not demolished, was badly damaged. The locomotive on the freight train was entirely smashed up. Then there were three cars which were almost entirely telescoped. In addition to that a lot of express parcels and baggage were destroyed. The company did everything to secure the comfort and convenience of the passengers and saw them on their way to their destinations before going ahead with the work of clearing the line.</p> <p>Chesterville Record 10 1 1903</p>
09/02/1904	Sand Point	13	19	<p>CPR #835 (Engineer Jackson) eastbound on train No. 8 met CPR #836 (Engineer Dudley) westbound on train No. 7.</p> <p>Ottawa Journal 9 Feb 1904</p>

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
27/02/1904	Smiths Falls	0	5	One of the colonist cars of the Toronto Express that left for Montreal on Saturday morning jumped the track and rolled down the embankment (10 - 12 feet high) about three miles east of Smiths Falls. No other car left the track even though the train was going at high speed. Ottawa Journal Feb 29 1904
04/05/1904	Prescott	1	0	W. Powell, CPR yardmaster at Prescott was killed there May 4 by being run over by an engine. Railway & Shipping World Jun 1904
10/06/1904	Sharbot Lake	1	0	W.C. tennant, CPR engineer, was accidentally killed by being thrown from a hand car near Sharbot Lake. Railway & Shipping World Jul 1904
06/07/1904	Marks	0	0	Engine and cars left the track. The engine and five freight cars of the mixed train which leaves Union depot every morning for Maniwaki was derailed on the Gatineau road yesterday shortly after eleven o'clock at a place called Mark's Crossing, five miles the other side of Kazabazua. The driver, Jas. Dunlop and the fireman, Thomas Allen, both of Ottawa, managed to jump in time and escaped unhurt. The passenger cars on the rear remained on the rails and no one was reported injured. The conductor H. Bell of Ottawa was in charge of the train and the rate of speed was only a moderate one when the mishap occurred. The engine went over the bank and was covered with mud while the tender jumped straight across the track. The five cars which left the rails did not go over. Supt. H.B. Spencer and a wrecking train left immediately for the scene and last night had the track cleared. Trains are now running as usual, the regular mixed train leaving this morning on time. Supt. Spencer is investigating the cause of the accident and is pleased that the damage was comparatively light. Ottawa Journal 7 July 1904 See PA-205945.
27/11/1904	L'Amable	0	1	Collision at Madawaska Two freight trains crash into one another This is the first head on collision on the Canada Atlantic for eighteen years. For the first time in eighteen years since the road was taken over by the company, a head on collision occurred on the Canada Atlantic railway yesterday morning. Two freight trains were given orders to cross at La Napo (sic) a small siding six miles west of Madawaska, The trains were proceeding slowly at the time they met and as a result the damage done was slight. How the accident occurred is not yet known by the officials. It is thought that one of the trains had drawn on to the switch, and either had not gone far enough or had pushed along too far. As a result a number of cars were ditched, the engines damaged and the fireman of the westbound train, Geo. Maguire of 432 Laurier Avenue, received such severe injuries that he was brought to St. Lukes hospital for medical attendance... The engines were not derailed and were used to assist in replacing the derailed cars. A couple of grain cars were broken open and the wheat scattered over the road bed and in the ditch and the road was blocked for some hours. With the exception of fireman Maguire the train hands escaped without injury. More. Ottawa Journal 28 Nov 1904

Date	Location	Killed	Injured	Details
09/01/1905		0	4	<p>Brockville Jan 9 - A mixed train in the BW&amp;NW met with an accident this evening 5 ½ miles west of Brockville near a small village called Lyn. The train consisted of an engine, combination passenger and baggage coach and six freight cars. The engine and two cars passed over scene of the accident and the freight and passenger coach in the rear suddenly left the track by the spreading of the rails. Before the engineer could be signalled to stop, the coach, containing 15 passengers and conductor G.L.Horton, bumped along for some distance on the ties and finally rolled over the embankment. In an instant all was confusion, which was intensified by the lamps going out. The passengers more or less injured but not seriously. Conductor Horton was most severely cut about the head as was also J.R. Ross of Athens, DDGM of the AOUW who was coming to Brockville to install officers. Others who suffered slight injuries were H. Johnstone of Delta; Miss Lashly of Chaffey's Locks.</p> <p>Vehicles sent out from Lynn and the injured removed to that place where they obtained medical attention. After the accident the engine came on to Brockville and returned with a special train to the scene of the accident accompanied by Superintendent Curle.</p> <p>There is a second report.</p> <p>Brockville Jan 10. The worst accident in the history of the BW&amp;NW occurred about 5 o'clock yesterday evening at a point about half a mile west of Lyn and was caused by the spreading of the rails while a mixed train was running about twenty miles an hour en route to Brockville. The train was made up principally of freight cars, with a combination passenger and baggage car at the rear., said to contain about 15 passengers, mostly women and children.</p> <p>Suddenly the passengers were startled by the wheels of the coach bumping along the ties, indicating that it had left the track. Efforts were made to signal the engineer but all to no avail and finally the coach plunged over an embankment and rolled to the bottom, a distance of several feet. The passengers were thrown promiscuously from their seats and while not one escaped from a cut or a bruise strange to relate none sustained serious injuries.</p> <p>They managed to extricate themselves from the coach in the darkness, the lamps having been extinguished. Conductor Horton was severely cut about the head, but pluckily stuck to his post, directing operations with blood streaming down his face. He would not leave the scene until all others had been cared for. Horton will recover. Among those severely cut or bruised were: J.C. Ross of Athens, Miss Laishly of Chaffey's Locks; a little daughter of A.E. Shaver of Brockville, and Harry Johnston of Delta.</p> <p>Passengers were conveyed to Lyn in sleighs and subsequently brought to Brockville by special train.</p> <p>Chesterville Record 1 12 1905</p>

Date	Location	Killed	Injured	Details
11/09/1905	Hammond	0	4	<p>The Imperial Limited. No. 96, engine 847, was rolling through early morning fog into Hammdn when, around 05:30, the rear two sleeping cars became detached from the train. The brakes were applied when the separation took place and they came to rest about 300 yards west of the station.</p> <p>The crew stopped and backed up their train to retrieve the cars. The flagman raced up the track to stop the Soo Express, a Minneapolis to Montreal train which was running 15 minutes behind the Limited. He placed torpedoes on the track. After the errant sleeping cars had been recoupled he returned to his train. The reassembled train was running at about 7 mph when the Soo Express, train No. 8, roared out of the fog. Having failed to hear the torpedoes it was travelling at an estimated 35 mph. Its horrified engineer, John Gaffney, and fireman Welsh saw the marker lights of the Limited loom up out of the fog too late to stop. They set the brakes and jumped out of the cab. The locomotive completely demolished the rear sleeping car and overturned the next car. The remaining cars of the Imperial Limited stayed on the track.</p> <p>Luckily, there was only one person, a porter, in the rear car. He was seriously injured. While there were 27 people in the second car, only three suffered minor injuries. After receiving medical attention, two of these, Mrs. Harriet Keene of Whitman, Massachusetts, and Mrs. James Fagan of San Francisco, continued on with their journeys.</p> <p>An exhibition of rare coolness was given by a young girl in the overturned car. After the accident happened, there was a wild scramble to get out of the car by all the passengers save this young lady. She calmly remained inside until she had dressed herself completely. The Ottawa newspaper reported that she then crawled out with a smile as if a railway collision was simply an ordinary incident in a night's travel.</p> <p>The rear sleeping car, the Oconto, built by Barney and Smith in 1892, was a total los. The second car, the Aylmer, which had been built in the CP's shops that year, was repaired and saw several decades more of use.</p> <p>Doug Smith - Canadian Rail Passenger Review Number 3 - Ottawa Evening Journal 11 September 1905. RG 46 C-II-1 vol 1533 file 7120</p>
03/12/1905	Iroquois	0	0	<p>A wreck occurred on the GTR near Iroquois on Sunday just after 12 o'clock, in which nearly 20 cars were derailed and about half that number destroyed, some being smashed into kindling wood. The accident happened just at the bottom of a grade, and the cars are piled up in every shape and some are rolled out on to the field and he contents are scattered in all directions and will be a total loss. The cause of the accident was a defective rail. The wrecking trains and crews from both east and west were at the scene of the accident in about three hours and got the south track in shape for traffic in a few hours. The north track was completely demolished for a distance of a quarter of a mile, rails and ties being smashed and new ones will have to be obtained to put in their place. The scene of the wreck is being viewed by hundreds of people from that town and country.</p> <p>Chesterville Record 12 7 1905</p>
28/12/1905	Bay Pond	0	12	<p>Ottawa Dec 29. J.L. Keating, Ottawa, bruised; C. Ducharme, Hull, slight scalp wound; Orme Cook, St. Regis Falls, bruised about the body; J. Finnigan, Malone, scalp wound, wrist sprained. The above and four other passengers slightly injured by the shaking up they received make up the casualty list for an accident yesterday on the NY&amp;O line about 120 miles south of Ottawa near Bay Pond. The train was the one which left Ottawa at 7.50 o'clock yesterday morning. The cause of the accident was the spreading of the track. The engine and a combination car passed safely but the next car left the rails, pulling the car in front and the one behind with it. All three overturned down a slight embankment.</p> <p>The train was in charge of Conductor James Lyon, Ottawa. he was in the baggage car when the accident happened and escaped with a slight cut to the head. He, however, had a close call, as in the car were the safe, a couple of heavy boxes and two kegs of nails broke through the roof a few inches from his head. Medical aid was immediately summoned from both sides of where the accident happened. Only eight passengers required attendance. All of the injured who were under the doctor's care were much improved this morning and only four were unable to proceed to their destination. The injured are comfortably cared for in a cottage with a trained nurse and medical attendance.</p> <p>Chesterville Record 1 4 1906</p>

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
30/01/1906	Renfrew	0	7	Misplaced switch at east end of passing siding and No. 97 crashed into No. 96.
09/09/1906	Renfrew	0	0	Unattached engine dashes into a through freight train on the Grand Trunk Railway. Up until a late hour today traffic upon the Grand Trunk Railway was suspended owing to a rear accident yesterday at 3.30 p.m. The through freight going east stopped a mile east of the station owing to a hot box and was dashed into a few minutes later by an unattached engine going east which did not stop at Renfrew, nor was an attempt made to flag it. The van and three cars were demolished and seven or eight rendered unfit to travel, the balance of the train being taken ahead. The offensive engine was badly wrecked. The fireman was buried for a short time beneath the coal from the tender but was rescued without serious injury. No other casualty. Pictures CSTM Matt-1411/1412. Ottawa Journal 9 10 1906
08/12/1906	Renfrew Junction	0	0	There was a collision at Renfrew Saturday evening between two freight trains, one belonging to the Canadian Pacific Railway and the other to the Grand Trunk. No one was hurt and the only damage consisted in the smashing of two C.P.R. freight cars and the derailing of the G.T.R. engine. The smashup delayed traffic on the G.T.R. for some hours. The C.P.R. freight was on the diamond at Renfrew and the G.T.R. train was going east. Previous to the collision the C.P.R. train was divided but when the smash came was all coupled together. The cars struck by the engine were all loaded with cement. Ottawa Journal Mon 10 Dec 1906 Pictures on CSTM Matt-1406-10 incl.
30/12/1906	Alexandria	1	0	Caught the brass railing at the rear end of the last car while train was in motion. Vestibule door was closed.

Date	Location	Killed	Injured	Details
03/01/1907	Beechwood Avenue	1	5	<p>Freight train, extra 1236, collided with electric car on crossing at St. Patrick Street at 13:15. One labourer, A. Wank, was killed and three passengers on electric car, conductor and motorman were injured. The electric car failed to stop before crossing the diamond and the motorman failed to take the necessary precautions to observe the CP freight train approaching the diamond running backwards. A. Wank, a labourer working for the City of Ottawa, while at the side of the track cleaning the earth they were throwing up from below on to the railway right of way, was killed instantly. The Corporation was digging a tunnel under the railway track to put a drain pipe. The Foreman, Sidney Sherwood, was about 75 feet from the railway track when he heard the whistle blow and immediately warned his men on the north side of the track and then crossed over the track and warned his men on the south side, and when he turned towards Beechwood Avenue he saw the electric car coming from New Edinburgh, he then jumped into the centre of the street railway track and signalled; the motorman took no notice of him until he was within a car's length of the railway track when he slowed up coming almost to a stop for a second and looked in the direction the train was coming, and saw it within a short distance from the diamond. It appears then that, instead of stopping, he turned on the full power and the car started ahead at full speed and was struck right on the diamond. Brakeman McCarthy was on top of the first car at the brake end, which was the far end, and noticed that the trolley car was stopping on the curve at the place shown on the blueprint as No. 1, being about 7 or 8 yards from the railway track. He naturally thought that the car had stopped to let them go by when he saw that it had started again, he made up his mind that at the speed they were running, 10 - 12 mph, they would come in collision and gave signal to the engineer to stop. The brakes were immediately applied at emergency, but could not stop until they had struck and run 165 feet past the diamond. It also appears that the car had stopped on the curve on account of the trolley being off the trolley wire and while the conductor was putting on the trolley one passenger got on and the conductor followed him in the car and never noticed the train coming when he gave the bell signal for the motorman to go on and the motorman turned on the power and proceeded. When the car stopped to fix the trolley, the conductor had a clear view of 600 feet in the direction the train was coming and had he looked he could not have helped seeing it as he had only 64 feet to run on to the diamond. A clear case of carelessness on the part of conductor Soublier and motorman Fleigel, and they are responsible for this accident. Conductor Crawford of the CPR train was not in charge of his train at the time of the accident, He remained at Chaudiere Junction and sent out his brakeman with the train to Sussex Street Station while he claimed he had some other duties to attend to. This is contrary to CPR rules not that he could have done any better than brakeman McCarthy.</p> <p>RG 46 C-II-1 v. 1423 f. 6652</p>
30/01/1907	Rigaud	0	3	<p>Extra passenger train collided at water tank on main track in blinding snow storm. Engineer and conductor and brakeman of freight train injured. Due to disabled semaphore. Agent responsible for not reporting same to Superintendent.</p> <p>486/2844</p>
30/01/1907	Renfrew	0	2	<p>Imperial Limiteds, East and West Bound Crash together at Renfrew. A bad smash up within three hundred yards of the C.P.R. station took place at 3.30 o'clock this morning. The eastbound Imperial Limited was two hours late and had been placed in a siding to await the crossing of the Imperial Limited going west. It seems that the switch had been left open and the westbound Imperial Limited express dashed into the train in the siding. The result was that the two engines No. 896 on the eastbound and No. 753 on the westbound were telescoped. The two mail cars and one baggage car were wrecked. Fireman McKnight on the westbound and Engineer Ryan were injured. More.</p> <p>Ottawa Journal 30 Jan 1907 Pictures in CSTM Matt 3267-71</p>

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
14/02/1907	Golden Lake	1	0	At mileage 200 west of Golden Lake mixed train 81 engine 1346 ran over a woman lying on the track. The engine and train passed over the body severing both legs and one arm. The woman had been drinking intoxicating liquor and had become intoxicated and had lain down on the track. The woman was about 40 years old, of sturdy build, about 5 ft 2" in height, auburn hair poorly clad in dark clothing, and wore a black peak cap. An empty whiskey bottle lay on the track beside her when found. A person of the above description had stayed at Desjardins' Hotel at Chapeau for five days prior to the accident and her name was Mary Rankin. She had left there to go to Killaloe to look for some friends. RG 46 C-II-1 vol 1426 file 6985
01/03/1907	Mountain	2	3	1. Head-on collision between passenger train 6, engine 908, and westbound freight extra 984. 2. Cause was that engineer on 984 failed to determine where to meet fast passenger train 6 when receiving despatcher's order no. 36, form 19 at Winchester advising that train 6 was running 50 mins. late from Kemptville Junction to Vaudreuil. 3. Result was that engineer, fireman and baggageman of train 6 were injured, Dominion Express Messenger and his Assistant were burned to death while pinned in express car no. 1756 which was set on fire by oil lamps lighted in the same car. 4. Despatcher issued order no. 36 at 5.25 am. To passenger train 6 and 984 (3rd No. 50) at Finch, also 976 at Monklands. No. 6, engine 908 will run 50 minutes late Kemptville Junction to Vaudreuil. Engineer of 984 misread his watch and told fireman they had lots of time to go to Kemptville to take coal and water when they should only have gone to Mountain. RG 46 vol. 1412 file 4862
13/04/1907	Sand Point	0	3	Full account. Wreck caused by a split rail. Engine, tender and mail car got over the dangerous spot when the first and second cars jumped the rails. Ottawa Journal 13 Apr 1907
28/05/1907	Smiths Falls	0	1	Collision in yard. Passenger train turned on Y and pushed by yard engine, collided with cars on siding. One passenger injured. Yardman responsible. 438/2885
04/06/1907	Sand Point	1	0	Broken rail was being replaced on account of expansion closing in, the new rail had not been cut. Took place 2.5 miles west of Sand Point. Protecting signal had not been placed the distance required by the rules, from the defective point. Road Foreman responsible. J. Fanning killed. The accident was a derailment of engine 1500 of freight train 1st 146 from Chalk River to Carleton Junction. Engine ran off the ties on account of the curvature of track, sank down in the ballast and overturned crushing and scalding engineer Fanning to instant death. Very little damage to engine and track. Traffic blocked for about six hours. RG 46 C-II-1 vol 1422 file 6242

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
22/06/1907	Carlsbad Springs	1	0	<p>Between extra No. 70 and light engine #1337 running tender first without headlight, 3 miles west of Carlsbad Springs. Misread the leaving time of No.70; 12 o'clock instead of 11:30 pm; and the headlight on the engine of train No. 70 was out. Both engineers responsible.</p> <p>108/2064</p> <p>Chesterville Record - Ottawa 23 June -William Douglas a GTR brakeman died in hospital here today after hours of terrible suffering from injuries he recieved in a wreck late Saturday night near Eastman Springs.</p> <p>At the time of the accident he was on the locomotive and while the rest of the trainment succeeded in jumping and saving themselves he was pinned between locomotive and tender and held there for hours with scalding water pouring over him.</p> <p>With the aid of farmers the other trainmen finally released him but he died shortly after reaching hospital.</p> <p>The collision was between a freight train running out of Ottawa and a light engine running ffrom hawkesbury to Ottawa for repairs.</p> <p>One of the locomotives and three cars were ditched, the other locomotive badly damaged and the track was torn up for 200 ft.</p> <p>It was necessary to transfer passengers to and from Montreal this morning while a wrecking gang were hard at work today to repair the damage.</p> <p>Ottawa Journal 5 July 1907- the GTR have dismissed from its employ the crew of engine No. 1337, which, in getting in the way of engine No. 70 caused the wreck near Eastman's Springs in which brakeman W.R. Douglas lost his life.</p> <p>Superintendent Donaldson conducted an investigation into the accident and found that the crew of No. 1337 had overrun its orders. The members dismissed are: A. Dewar, engineer; W. Short, fireman and W.J. Smith, flagging brakeman.</p>
27/06/1907	Brockville	1	0	<p>Engine 365 was backing from coal chutes on east main line going to shop and ran over Fireman W.M. Witt opposite the station.</p> <p>RG 46 C-II-1 vol 1422 file 6188</p>
24/07/1907	Perth	1	0	<p>Train 25, engine 857 arrived at Perth on time at 21:00 and after discharging passengers, mails and baggage, the train backed up to the east end of the yard to be switched and made ready for departure east. While making a running switch of the train, brakeman J.W. Arcand lost his hold of grab iron on front end of baggage car after he had signalled the engineer ahead. He fell on the rails and was run over and died at 23:55 from his injuries. He had had an accident about two years ago leaving him with the thumb and little finger only.</p> <p>RG 46 C-II-1 vol 1422 file 6229</p>
06/09/1907	Carleton Place	1	0	<p>At Carleton Junction trackman Cameron was run over by cars being switched by yard engine. The crew cut three cars and allowed them to drop in to long siding parallel with main line on which two cars were standing. It being downgrade, the cars ran down and coupled onto the cars which were standing on siding and the impact carried the five cars down the siding. Cameron was working close to where the twocars were standing whenthe engine came out of the siding and up the main line. He stepped across the rail in front of the moving cars. His attention was directed to the approaching engine and he was run over by the moving cars in the siding. He was killed instantly. He had been employed for thirty years as a section hand and was familiar with all the movements in a railway yard.</p> <p>RG 46 C-I-1 v.1422 f.6114</p>

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
11/09/1907	Plantagenet	1	1	Collision between engine 1504 with 3 cars standing on the main track (coaling the engine) and extra east engine 52 with nine empty passenger cars. Extra 52 east (running from Ottawa to Vaudreuil via Chaudiere Junction) failed to observe the position of the semaphore signal approaching Plantagenet and failed to stop before colliding with engine 1504. The collision took place at 30 mph at 20:15. Fireman Blackburn on engine 52 was pinned against the boiler, head in the engine cab and both his legs had to be amputated to get his body freed from the wreck. He died in a few minutes after being released. Engineer Reynolds on engine 52 was thrown some distance from the wreck and was severely injured. Engine 52 was smashed up, the ballast low and lidgerwood unloader which were ahead of engine 1504 were wrecked and the front of engine 1504 damaged but this engine was able to assist in clearing the wreck. The main line was blocked for 10 hours. The west semaphore was at stop but it was not Reynold's intention to stop although he should have stopped to register. The conductor told the engineer before leaving to stop at Plantagenet to register but the engineer denied this. RG 46 C-II-1 v. 1422 f. 6150
28/09/1907		1	0	Hugh A. Hughes died yesterday afternoon in the General Hospital from injuries received in a street car collision. The accident happened at Hillson Avenue on the Britannia line about 10 o'clock Saturday night, when car 284 of which Hayes was the motorman, smashed into car No. 269, standing still at the crossing. The unfortunate man was jammed in between the two cars and was with difficulty extricated. More. Ottawa Journal 30 Sep 1907
03/10/1907	Brockville	1	0	At 02:20 James Rowan, under the influence of liquor, was walking on the track west of Brockville and when crossing a small bridge he fell to the ground below and was fatally injured. Rg 46 C-II-1 vol 1422 file 6159
08/10/1907	Rideau River	0	0	The body of a man was found on the Rideau Bridge. Engineer Matthews, who ran 904 on No. 7 took the engine at Hull station and backed over to the junction at Ottawa East. 97 being due, he could not go to NY&O Junction until 97 passed, and while waiting at the end of the double track took his torch and proceeded to look his engine over. While doing so he found a rubber on the tender which corresponded with one remaining on Shelton's foot. It was concluded that Shelton was killed by train 7. RG 46 C-II-1 vol 1423 file 6342
22/10/1907	Aylen Lake	1	0	Extra eastbound with engines 1357 and 781 when passing through Aylen Lake station at 16:20 ran over Edward Fitzgerald of Killaloe who was lying on the track. Fitzgerald was a passenger on train 53 and got off the train at Aylen Lake under the influence of liquor. It was supposed that he had gone to Aylen Lake to hunt and as the railway is the most convenient route for the first mile, he had started up the track, and being overcome, had lain down and fell asleep. RG 46 C-II-1 vol 1422 file 6172
04/11/1907	Arnprior	1	0	Westbound extra 887 struck a hand car while trying to remove it from track in a cut at 09:30. The Foreman was killed. He was an old man and should not have been on the track with only one man to assist him in removing the hand car. RG 46 C-II-1 vol 1423 file 6305
12/11/1907	St. Polycarpe	1	0	Head on collision between extra west 851 and extra east 862 at 23:00. It was caused by the failure of the engineer of extra west 851 to take the siding at St. Polycarpe where he had to meet extra east 862. Both engines were running tender first without proper headlights. Fireman E. Pope of extra east 862 was caught between the back of the cab and the engine tender and died shortly after the collision. 862 had been experiencing difficulty with the water immediately after leaving Coteau Junction and the engineer was distracted. RG 46 C-II-1 vol 1423 file 6291
14/11/1907	Queen Street	0	0	Collision on diamond with OER. Electric car failed to stop and collided with GTR train passing over crossing. Due to defective brake on electric car and reversing power out of order. Commissioner report

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
22/11/1907	Chesterville	1	0	Brakeman Morrison, while endeavouring to open the knuckle of a Tower coupler on a flat car the locking pin of which he was unable to lift by means of the operating lever, slipped and fell on the track. He was run over and died a week later. The coupler was defective with an inoperative locking pin. RG 46 C-II-1 vol 1423 file 6310
22/11/1907	Queen Street	0	0	Collision of electric cars. Electric car No. 36 on the Chaudiere line was "sandwiched" between car No. 35 and a freight train at the Grand Trunk Railway crossing on Queen Street west of the Water works at a quarter past nine o'clock last night and was badly wrecked. In it were two passengers but they escaped injury as did those in the car behind. Shortly after nine o'clock a Grand Trunk shunting engine, hauling many flat cars loaded with green lumber, was crossing and the gates were down. Car No. 36, proceeding towards Hull, came along and the motorman, seeing the obstruction, brought the car to a stop close to the gates. Not far behind it was car No. 35, and failing to stop, it crashed into the car in front and forced it with great impact into the freight train. With the double collision both vestibules were smashed in, the car left the tracks and the lumber on the freight car which was struck, was scattered all over the street, and the railway gate on that side of the crossing was smashed off its base. The escape of the passengers from injury was a remarkable one as had been sitting in the rear or the front of the car, and not, as they were, in the centre, they could hardly have escaped. The front of the second car was smashed and the motor was smashed. At the point where the accident occurred there is a slight grade, and apparently, through this and the wet tracks the car failed to respond to the brakes. The motorman had applied the latter and reversed the motor, or the damage would probably have been much greater. The smashed car was hauled to the sheds for repair but the second one was fit to complete its trip. The lumber was thrown into the vacant property nearby. Two ladies in the rear car were not injured. This is the second time in a few weeks that the crossing gates have been smashed by the cars. Ottawa Journal 23 Nov 1907
22/11/1907	Monkland	0	0	Averted collision. Two freight trains met on main track 3 miles east of Monklands. Trains stopped before striking. No person injured. Night operator and train despatcher responsible. 432
26/11/1907	Smiths Falls	0	1	Passenger train being pushed by yard engine, collided with the side of a freight train pulling into the yard. Baggage man injured. Yard foreman was controlling train by means of angle cock. When he opened angle cock, brakes failed to apply; did not make test before starting. Yard foremen responsible. Report of Commissioners
29/11/1907	Smiths Falls	0	0	The CPR yard at Smiths Falls was the scene of another wreck at 4-40 Friday morning. A freight coming in from the north was derailed and engine No. 1661, which is one of the largest in the service, left the tracks and completely turned on its side. Three boxcars loaded with flour and feed were badly broken up and the contents scattered in all directions. The escape of Engineer Reynolds from serious if not fatal injury is little short of miraculous. He stuck to his post, and with rare presence of mind put on the emergency brakes. When the engine went over he went with it, but fortunately, he was not pinned down in any way and succeeded in crawling out of the cab window. The crew consisted of Engineer Reynolds, Fireman Moss, Conductor Laborne and Brakeman Thos. Healy. All are Carleton Place men. Chesterville Record 12 5 1907
04/12/1907	Elgin Street	1	0	Repairman T. McElwain was run over by cars being placed on repair siding by engine 1315. He was repairing cars on No. 1 siding in Elgin yard under protection of blue flags. Additional cars were placed in the siding and McElwain was run over and killed. RG 46 C-II-1 vol 1422 file 6171

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
06/12/1907	Renfrew	0	0	<p>A smash up occurred here last night at 5.30 o'clock on the G.T.R. about 100 yards from the station, resulting in a van being demolished and the next car partly so of a westbound freight train.</p> <p>It was standing on the main line and so far as can be gathered it was unprotected by signals, when another freight, also going west ran into it.</p> <p>Fire broke out in the van, occasioned by the smashing of the stove, and an alarm was made and immediately responded to by the fire department and the fire was soon quenched.</p> <p>The engine of the second train was telescoped far into the rear of the first freight van necessitating a wrecking train being wired for from Ottawa and it was late hour before the road was cleared.</p> <p>The wreck interfered with the town street traffic, because the two freights made a length of several hundreds of yards and cut off the use of three crossings for a considerable length of time.</p> <p>Ottawa Journal 7 Dec 1907</p>
11/12/1907	Carleton Place	0	5	<p>Freight train stopped at semaphore at Carleton Junction was struck by No. 2 passenger train, Two passengers and 3 dining car employees injured. Engineer of No. 2 responsible.</p> <p>152/2137</p>
11/12/1907	Arnprior	0	2	<p>Freight train pulled out draw bar and was taking disabled car to siding, one half mile east of Arnprior. Sent out flagman to stop passenger train No. 51 but followed too closely, resulting in collision. Engineer and fireman of passenger train injured. Conductor and engineer of freight train responsible.</p> <p>Commissioner report 476/2871</p> <p>Also reported in Ottawa Journal December 12.</p>
19/12/1907	Montreal Street	1	0	<p>At 16:12 Bay of Quinte train 11, engine #8, with seven cars struck and killed 6 year old Kenneth Hughes. The view of approaching trains is very good, there are no buildings to obstruct the view, trains are obliged to approach cautiously on account of the level crossing with the tracks of the Kingston Electric Railway, The engine whistle was sounded at the usual place and the bell was ringing at the time of the accident. No inquest was held.</p> <p>RG 46 vol 1427 file 7084</p>
07/01/1908	Carleton Place	1	0	<p>A passenger, Peter Steele, was eating lunch in the restaurant in company with a friend Mr. Baker, when the conductor called all aboard. They did not make any move to go to the train and the operator, who knew they intended on going on No. 3, drew their attention to the departure of the train. When they ran to get on, the train was moving. Baker succeeded in getting on the front end of the second class coach followed by Steel who caught the grab irons on the end of the baggage car and swung in there expecting to find steps there. This was a blind vestibule end and Steele went under the train and one coach passed over his legs. He died 17 hours later. The accident occurred at 03:30.</p> <p>RG 46 C-II-1 vol 1423 file 6600</p>
03/02/1908	Madawaska	0	1	<p>Snow plow extra engine #1374 westbound 8 miles east of Madawaska. Two cars and caboose derailed. Three employees injured. Due to shearing of angle bolts account contraction of rails.</p> <p>534/3045</p>

Date	Location	Killed	Injured	Details
15/02/1908	Hawthorne	2	7	<p>Passenger train No. 27 was derailed at 10:15 pm. at mileage 128. Four passengers, one express messenger, conductor and baggageman injured. Fireman killed and engineer fatally scalded. Due to broken rail. Engine #1028 had flat spots 3" long on driving wheels, they were old and partly worn off. There were a series of shorter skids on the wheels which indicated that they had frequently skidded. Rail was 80 lb Dominion Iron &amp; Steel rolled in June 1906 and put in track the same month. It was a clean break and showed no previous defect. The engine was on her left side, tender completely turned over. Baggage car, 2nd class and 1st class cars lying on their right side, all clear of the main line with the exception og the first class which was foul about two feet. The parlour car was off the track but rerailed without any damage.</p> <p>Freight train 98, engine 798, with 21 cars had passed over that line about an hour prior to train 27. 798 was inspected and the tires were found to be in fair condition, here were flat spots on the tires less than 1 inch long and nearly worn off.</p> <p>54 broken rails were found in 46 days between Coteau and Ottawa. The record for 1907 was much less than for 1908. The accident was caused by a broken rail which was broken by freight train 98, engine 798. The report pointed to a series of problems with the equipment, track maintenance, particularly in the winter months, was good.</p> <p>RG 46 vol 1427 file 6894</p>

Date	Location	Killed	Injured	Details
15/02/1908	Hawthorne	2	0	<p>Ottawa Journal 2 17 1908</p> <p>Fatal wreck on Grand Trunk Ry near Ottawa due to a broken rail. Engineer Alfred Parks and Fireman W.R. Martin, Both of Ottawa, victims of Saturday night accident to train coming from Montreal. Number of Passengers have narrow escapes from death, but none of them are seriously hurt. Relief train sent to the scene, bringing the injured to the city. Graphic stories of the accident by passengers and trainmen.</p> <p>The dead:</p> <p>William Robertson Martin, fireman, aged 24, 228 Frank Street, Ottawa. Scalded badly and found dead in engine cab. Was married only on Oct. 22 last. Leaves a widow.</p> <p>Alfred Parks, engineer, aged 42, of Sixth Street, Ottawa, East. Was scalded badly. Picked up on or near overturned engine and hurried to the city. Died at St. Luke's hospital at six o'clock Sunday morning. Leaves a wife, one step-daughter and one step-son, all of Ottawa.</p> <p>The injured (details not taken)</p> <p>Rev. Rural Deal Taylor of Aylmer; James McIntosh; F.M. Griffith; Patrick Moore (baggage man); A. Leamy (conductor); Alderman McGrath.</p> <p>Through a GTR train that left Montreal at seven o'clock Saturday night bound for Ottawa, striking a broken rail near Hawthorne, about five miles from this city, it was derailed and Engineer Alfred Parks, of Ottawa East and Fireman W.R. Martin, of 238 Frank Street, lost their lives. Both men were scalded to death, the fireman being found dead in the cab of the engine and the engineer succumbing to his terrible injuries a few hours after he reached the city. Six of the 22 passengers who were on the train were hurt but their injuries are very slight. Reports seem to indicate that no bones were broken, and aside from the two deaths, the entire train crew and passengers had a narrow escape. The train, speeding along at the rate of 35 miles an hour, was running on time, and was on almost perfectly level piece of the road. There is the clearest evidence that the accident was due to the broken rail.</p> <p>Relief Train</p> <p>A report of the accident reached Mr. Morley Donaldson, superintendent of the Ottawa division of the GTR at an early hour and he at once had a relief train hurried to the spot. This taking but a short time, as the distances were not far. Drs. F. McKinnon, R.W. Powell, J.F. Kidd, W.C. Cousens and N. McLeod (of St. Luke's Hospital staff) went on the relief train. They and officials who were on the train did good work. Engineer Park, who was conscious, was picked up from the overturned engine and hurried to St. Luke's Hospital. Every effort was made to save his life, but he was too badly scalded. Apparently no bones were broken but it is believed he inhaled much steam and he was scalded about body and probably seriously injured internally.</p> <p>Both the body of the man who died and that of Parks were removed to Rogers undertaking rooms, Rideau Street, where they are to be viewed by a coroner; jury empowered by Coroner Craig.</p> <p>Those on train.</p> <p>Mr. Donaldson was most courteous in affording the Journal information insofar as he had received it. Those in charge of the train were Conductor A. Leamy, Engineer Parks, Fireman Martin, Brakeman Marsh and Express Messenger Griffith. These all belonging to Ottawa.</p> <p>According to official reports, this accident happened at about 10:15 - just fifteen minutes before the train was due at Central Station - between Carlsbad Springs and Ottawa. It is near what is known as milepost No. 127, and not far from Hawthorne village. Train No. 27 was on time and was drawn by engine No. 1028. The train was made up of that engine and tender, a baggage car, a first class coach, a second class and a parlour car. The train, when on a level part of the road, encountered the broken rail and the crew felt the terrible jar without getting even a second's warning. The engine did not leave the track the exact second the broken rail was struck, but the tender, leaving the rails, pulled the engine off - except the front trucks.</p> <p>In the baggage car at the time were the Express Messenger, Baggage man Moore, Rev. Mr. Taylor who has just stopped in there.</p> <p>The second class coach left the rails and went over at a very sharp angle. The first class coach toppled over at an angle of probably thirty degrees, while the parlour car partially left the track. The train ran a little over its own length after the broken rail was struck.</p>

Date	Location	Killed Injured	Details
			<p>Applied brakes</p> <p>There is evidence to show that, with only a second's time to do so, Engineer Parks applied the brakes. What happened after that, in so far as he and his fireman were concerned, will never be known, but the condition of their bodies shows that they were terribly scalded.</p> <p>GTR officials say that the applying of the brakes undoubtedly arrested the train's progress and prevented results that might have been much more serious than they were. Those who hurried to their aid found the fireman in the cab dead and the engineer outside but conscious. At first Parks did not seem to be badly hurt but his injuries proved more serious than at first anticipated.</p> <p>Mr. J.R. Kirkpatrick, Trainmaster, was in charge of the relief train.</p> <p>The damage to the rolling stock was slight - should not exceed \$1,000. Powerful cranes were taken to the scene of the wreck today and the overturned engine and coaches righted. A temporary track around where the smash up occurred was soon made by a wrecking crew and the track was clear a short time after the accident. Details of Martin omitted.</p> <p>Alfred Parks, was born in Birmingham, England, but had lived on Ottawa many years. He leaves a widow, one stepson, J.S. Graham, and a step daughter Miss Eleanor Graham. Dozens of their friends called at their home, 66 Sixth Street, Ottawa East, yesterday and today to express their sympathy. The family was notified of the accident at an early hour Sunday morning and all were at the hospital at the deceased's bedside when he passed away. He was conscious and was able to give them some account of the accident. Needless to say the occasion was a very painful one when the father and loved ones met for the last time.</p> <p>Parks was widely known and popular. Member of IOF and BLE.</p> <p>The funeral will occur tomorrow afternoon at his late residence at 2 p.m. The Oddfellows will conduct a service at the house after which the body will be taken to Holy Trinity church, and thence to Beechwood cemetery.</p> <p>Griffiths Canadian Express Messenger.</p> <p>"I was just getting all my stuff in order as we were within ten minute's run of Ottawa. Then the crash came. I was shot over into a corner and the next thing I knew there was a barrel on top of my chest and several boxes piled all over my legs and feet. Had there been many heavy trunks or weighty packages, I would have fared worse. I think I must have stood on my head for a while. I can't remember much about it. My left arm is very sore yet, and so is my knee - my right knee. It seems my left hand was cut somehow, but I wasn't aware of this until later. The first thing I saw after I got that barrel off my chest was a square hole in the roof. This turned out to be the side door, the car being tipped on one side."</p> <p>Crawled over boxes.</p> <p>"I crawled along over the boxes and then I noticed the steam going over the car. I knew it could not hurt me, however. Just then somebody called "Are you there?" I said I was and they asked me if I was hurt and I said "No, I don't think so. I guess I am all right". With some difficulty I got out through the car door and immediately up to my waist in snow and water. I got to my feet very wet" he laughed.</p> <p>"Then I made my way up to the engine. By that time they had poor Martin out on the snow".</p> <p>After a sympathetic reference to Martin, who was instantly killed, Mr. Griffith continued "If it had not been for the snow it would have been far worse than it was, but even at that in all my forty years' experience on the road it is the worst wreck I ever saw. I was through the collision at Turcotte just before Christmas a year ago, and have been in other run offs, but none have come up to this one."</p> <p>"We all came up on a special!" he said in answer to a question, "and they took me to St. Luke's Hospital. I didn't want to go but they advised it for fear of blood poisoning you know - and Dr. Cousens fixed me up. I'll be alright in a few days" he declared.</p> <p>Mr. Griffiths was not on his regular run, the day trip being his. "After this I'll stick to my own," he said finally.</p> <p>Passengers all worked in splendid style to give valuable assistance.</p> <p>Opinion that Parks never thought of jumping.</p> <p>Brakeman Marsh got out of the car and at a word from Conductor Leamy started back to flag anything in the shape of a train which might happen along. He walked back four and a half miles to Eastman Springs and wired to Ottawa for doctors and the wrecking train.</p> <p>Ald. Mcgrath.</p>

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				<p>We were sitting on the side of the car which was lowest when it turned over. In an endeavour to get out we broke several windows and released some children, of whom there were several in the car. But of course the women could not be liberated in that way. For a time we thought that the doors were blocked by the coaches following and anxiously we began to look for a way out. Just then a train hand forced a door open and we quickly emptied the car. Making my way as fast as possible to the front I found the engine lying on its side, fireman Martin was already dead underneath it. At his seat in the cab was Parks, the engineer. He was quite conscious, though in much pain. We helped him down from the engine and he walked to the end of the train. But as he reached the steps of the last car he collapsed and had to be carried into the coach. Coming out again I heard cries of "Help". On top of the baggage coach was Rev. Rural Dean Taylor and after much difficulty we got him down from his position. By that time a new peril began to threaten. The flames were beginning to increase in the firebox of the engine and fearing that the fire would spread to the baggage car, we set to work and succeeded in controlling it with snow although we were called upon to attend to it on three different occasions. By this time the passengers began to feel distressed. On no side was there any sign of either house or bush and to add to the excitement and difficulty many of the women were afraid to enter the parlour car which was standing at a considerable tilt to one side. They feared that with the entrance of the passengers the car would topple over as the others had done and that the lamps, which were still burning, would set the coach afire.</p> <p>Finally, however, the fears were overcome by the persuasions of the men assisted by the train hands. Having succeeded in quieting the passengers, we began to feel alarmed lest another train should come along and crash into the wreck. Two trainmen started out to telegraph the news of the occurrence from Eastman's Springs, but after they had been gone some time we began to have considerable apprehensions on the grounds that as both of them were injured more or less when they started that they might not reach their destination. Mr. McBride volunteered to see if they had fallen in the snow, but before he had proceeded more than three quarters of a mile he was forced to return leaving a lantern on the track as a signal. All the men stayed outside and worked around. Conductor Leamy's efforts were heroic.</p> <p>Relief train arrived at two o'clock in the morning. Fierce storm of sleet and snow.</p> <p>Baggageman's story Mr. Burn's story. Ottawa Journal 2/19/1908 Investigation by Inspector Lalonde. George Mountain also visited the scene. Points to a broken rail. Ottawa Journal 2/20/1908 Inquest. Rail breaks were clean ones. The line had been inspected twice that day. Ottawa Journal 2/27/1908 Inquest. Verdict that death was caused by shock and scalding and that there was no negligence on the part of either the railway company or its employees. The wreck was purely accidental. Rail was 80 pound. Ottawa Journal 2 17 1908</p>
28/02/1908	Payne	0	1	<p>Passenger train No. 96 derailed. One dining car employee injured. Due to broken rail. 546/3058</p>
02/03/1908	Stittville	1	0	<p>At 03:15 passenger train #7, engine #1113 and 9 cars. An unknown man locked himself in the closet of colonist car #1172 after leaving Ottawa. When conductor Park was making his ticket collections he found the closet door locked and told his brakeman to keep an eye on the person who came out of it and proceeded to the next car to continue his work. After some time brakeman Bulger unlocked the door and asked the occupant for his ticket. He did not understand the reply the man made. The man came out, walked to the forward end of the car, opened the door and went out on the car platform and jumped off the end.</p> <p>The conductor, on first impulse decided to stop, but his engineer did not respond to his signal (the air whistle was not working), he then determined to go on to Ashton where he was meeting #8 and have the crew of that train look for this unfortunate man. No person on the train knew anything about this man and his body was not identified. RG 46 vol 1409 file 7296</p>

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
23/03/1908	Burritts	0	0	<p>An accident occurred on the CPR at Burritts Crossing a few miles east of Merrickville at 4.45 Monday morning.</p> <p>A freight train going west ran into an open switch and ten cars were detached. All were empties except one. Engineer Birkett and Conductor Hutchings of Smiths Falls were in charge.</p> <p>The morning express followed down but the line was blocked and went around by Ottawa.</p> <p>The auxiliary and steel crane were brought from Smiths Falls and the track was cleared about noon.</p> <p>No one was injured.</p> <p>Chesterville Record 3 26 1908</p>
15/05/1908	Sabourin	1	0	<p>At 10:10 a southbund ballast train, engine 529 and 27 loaded cars in charge of Conductor Percy Higginson and Engineer Wm. Burkey. The train was being pushed ahead of the engine; when going ahead at a speed of 6 mph the air brake was applied to stop at Sabourin to set out three cars, brakeman R. McPhail fell from the train, was run over by the forward wheels of the front truck of a ballast car and was fatally injured. Brakeman McPhail was riding on the forward car at the forward end. He was not an experienced brakeman and was not a good man on his feet. The car the brakeman fell from was a Hart convertible ballast car with plenty of space at the ends and an iron rod across the ends. It is possible that McPhail was asleep as the crew was on duty 19 hours and 20 mins the previous day and had 5 hours 40 minutes rest.</p> <p>There are two of these trains pulling ballast from Osgoode to the Smiths Falls section at Kempton Junction to be used in connection with the construction of the double track on that section.</p> <p>RG 46 C-II-1 v1408f7941</p>

Date	Location	Killed	Injured	Details
24/05/1908		0	17	<p>BRC #509 Car no 260 pitched into car Dutchess of York on Britannia line near Barry's Hotel.</p> <p>May be no fatalities from car collision</p> <p>Patients doing well at hospital considering serious nature of Sunday's crash of street cars.</p> <p>Citizen's first account was very complete and few more details can be added to description (the May 25 edition is missing, [possibly a holiday but there is a full account on page ten - see next record])</p> <p>Today's reports of the injured in the collision of two electric cars on the Britannia line on Sunday are more reassuring. Only two amputations have been necessary so far and all the patients who are in the hospitals have a good fighting chance. While one or two of the patients are still in critical condition, the attending physicians are hopeful that no fatalities will ensue.</p> <p>Charles Byrne, who had his right leg amputated at the Protestant Hospital shortly after the accident, is in good condition today and was resting easily at noon. The fracture to the front of his skull which caused some alarm at first has given no trouble and it is now not considered dangerous. Fred Byrne, the younger of the two brothers, was weaker when he was taken into hospital. His left leg was amputated at the knee yesterday and in addition it is fractured at the thigh and the right leg is fractured below the knee. He was very weak last night but this morning rallied considerably and was quite bright, though his condition is still critical. Miss Lena Morin, stenographer for William Scott and company is also picking up remarkably well. She has a fracture below the left knee, the limb is rather badly crushed and there are bruises on her face and arms. She was at first considered one of the least hopeful cases but today she shows a marked improvement. Miss driscoll's condition is also very satisfactory in spite of the fact that there is a compound fracture below the right knee and a simple fracture below the left. The others in the hospital are all making splendid progress though of course some of them will be laid up for a long time.</p> <p>The opinion of the Superintendent and of the other street railway employees is that the accident was due to the motorman on the rear car endeavoring to stop the car without, in the excitement of the moment, shutting off the power. In his report on the accident he stated that he shut off the power about three hundred feet behind and then applied the brakes. When he found the brakes did not stop the car he states that he attempted to reverse but the reverse handle would not move. In order to reverse it is necessary to first shut off the power completely, then move the reverse handle and turn on the power again. The superintendent thinks that the motorman neglected to turn off the power in the excitement of the moment. The car had been in use all day and there had been no complaints.</p> <p>In support of this it is said by some of the street railway men that if the power had been shut off some distance away, even if the reverse did not work, the car would not have been damaged to the extent it was by the impact. At the same time all are unanimous in Motorman Carroll being one of the most careful on the road. He had been a motorman for sixteen months, the inspectors had reported very favorably on his care and attention to duty and only the other day Motorman Leclair on the big car which was in front had remarked to his conductor on the care of Carroll.</p> <p>Under the former running rules of the company the motormen were supposed to keep fifty to one hundred yards behind the car in front while running. It is understood that in future they will be requested to keep 200 yards behind.</p> <p>Last evening Superintendent Hutchison stated that the list published in yesterdays Morning Citizen was as complete as he had it. There are, however, a few who received very minor injuries or shaking up. Mr. Dодtout, 227 St. Patrick Street was jammed between seats and Dr. Lambart has since been attending him. He however was able to assist the passengers who had been more seriously hurt. A. Julien, 263 Dalhousie Street, had a hand badly bruised. He was on the front of the ill fated car but jumped. Dr. Bourque is in attendance.</p> <p>In the account of the wreck it was stated that thieves were busy among the debris picking up purses. This might be true of some persons but other more worthy citizens who were on the scene rescued some of the passengers valuables and restored them to the owners immediately. One man in particular was performing this act of kindness to the losers immediately after the wreck.</p> <p>This is page ten.</p> <p>The injured are listed with full details. There are 17, including Motorman Carroll. A rear end collision on the Britannia electric railway line at 5.30 Sunday resulted in</p>

Date	Location	Killed	Injured	Details
				<p>injury to about 20 people. Ten are in hospital, several of them in a very critical condition. While the attending physicians do not relinquish hope, it is feared that two of the cases may result fatally as much blood was lost before the patients reached the hospital and the injured were in great shock.</p> <p>The accident was caused by open car no. 260 running into the rear of the heavily built Duchess of Cornwall and York car, which had stopped. Both cars were coming in from Britannia when the big car was stopped almost opposite Barry's Hotel to let off a lineman to repair a break in the wire. The open car was coming behind at a good speed and crashed into the rear of the car in front, the motorman stating that the brake and reverse failed to work. As the front car has a heavy steel floor and is higher than the smaller and lighter car, the floor of the front one crashed over that of the open car, demolishing the end and forward seats and causing injuries to the passengers, mostly to their lower limbs. Motorman Carroll on the rear car, remained at his post, he escaped almost miraculously, with but slight injuries.</p> <p>The majority of those hurt sustained their injuries as a direct result of the demolition of the front of the car, but some were hurt by falling off or junking off the rear and sides, one girl leaping on to another and breaking her arm, as another witness of the accident related.</p> <p>The point where the accident happened is about one hundred feet east of Barry's hotel. At that point the track is level but just before there it there is a downgrade and beyond that an up grade. Therefore cars travel at a fairly good clip along the strip of track. There is also a bend in the track near the place, but apparently this fact had nothing to do with the accident as the motorman in charge of the rear car says he saw the front car, but did not think it was going to stop. The realization that there was to be a collision came to motorman and passengers in a flash, but the impact came before the car could be stopped or the passengers could jump.</p> <p>The scene that followed the crash was one of intense excitement. The small car was wrecked by the impact, while the vestibule and rear end of the roof of the front car were smashed. The passengers who were unhurt tumbled headlong from both cars and rushed madly for safety, while the heartrending chorus of shrieks and groans arose from he wounded and the frenzied friends of those hurt or caught in the wreckage. Some cool heads, however, rallied the excited passengers and at once began the work of rescue. Many pathetic scenes occurred in the removal of the injured to the sward lining the railroad tracks, several of the women passengers in particular becoming hysterical at the thought that relatives, friends or children were among the wounded. In the meantime messages were despatched to town for doctors, not a surgeon being on any of the cars which by this time were rapidly arriving at the scene. Many of the wounded were placed on the car with which the second car collided and brought to the Protestant General hospital.</p> <p>On the arrival of the big car containing the injured at the head of Rideau Street a huge crowd had gathered, the news having spread rapidly throughout the city. Scores of people hurried to the various hospitals impelled by agonizing thoughts that members of their own families were perhaps among the unfortunate passengers and when willing hands cried the stretchers from the car the crowd at the junction of Charlotte and Rideau streets pressed forward and surrounded the bearers.</p> <p>Chief de la Ronde was conspicuous at this time and with detective Thos. Ryn and several officers cleared a lane through the throng to the hospital gates. The railway company had issued orders to stop all cars and a long line of trams extended down Charlotte and Rideau Streets. The crowd grew steadily. the report having gained circulation that many had been killed in the crash but the police and railway officials eventually reassured the people that nothing in the nature of a fatality had happened, and the announcement tht all the wounded had been conveyed wither to the hospital or their homes had the effect of dispersing many of those gathered at the hospital although many small groups remained eagerly discussing the accident and awaiting information regarding the condition of those transferred from the ambulance car to the institution.</p> <p>The Citizen staff on duty for the morning paper had a busy time. All the phones were kept busy and hundreds gathered in front of the office to read the bulletins. Within a very short time after the accident the Citizen had a correct list of all who were seriously injured and was able to assure anxious parents and friends. So many were besieging the office for information that a departure was made from the rule prevailing for Sunday and bulletins were put out to relieve the intense anxiety of thousands.</p>

Date	Location	Killed Injured	Details
			<p>At the hospital - paragraph omitted</p> <p>Father speaks (of the two Byrne boys) - paragraph omitted.</p> <p>Motorman's story. The Citizen interviewed Mr. Edward Carroll, 586 Albert Street, the motorman on the car coming behind. Mr. Carroll escaped with a badly cut forehead and right leg severely strained at the joints. He explained that the big Britannia car was about 150 feet in advance, until its rate of speed began apparently to decrease. As he did not think it was going to stop he did not reverse until the cars were 75 feet apart. He then turned the reverser to utmost but whether through a defect or not, reverser, he says, failed to stop the car, as the result of which the accident happened.</p> <p>Motorman Carroll flatly denied that he had his head turned and says he was watching the track all the time.</p> <p>Thrown from Car - paragraph omitted</p> <p>Saved Children - paragraph omitted</p> <p>Why large car stopped</p> <p>Motorman Leclair pulled up to allow Lineman to alight for wire repair.</p> <p>Charles Caron of 97 Hinton Avenue and Zephirin Leclair of 127 Dalhousie Street were conductor and motorman on the Duchess of Cornwall car. In an interview with a Citizen reporter Mr. Leclair told why he came to a stop. It seems that one of the little iron fastenings from which the trolley wire is suspended had become in need of repair and a lineman was on Leclair's car for that purpose. He requested Leclair to let him off at the break and this the motorman did. He had just released the break and was on the point of starting again when the rear car crashed into his. Being comparatively light and low its floor wedged under that of the big car thus pinning some of the people beneath the wreckage. Two ladies, the motorman noticed were held in this way. In order to release them, the trolley of the big car, which had come off, was put on again and the car moved forward. Its passengers whose injuries were no worse than slight bruises rendered what aid they could to the sufferers and in this they were assisted by Messrs. Barry and Hill who live nearby and who supplied water and towels. The backs of the seats on the uninjured car were broken and those of the victims who could be taken, four women, two men and three boys were made as comfortable as possible, the others being left beside the track to await the ambulance. Mr. Leclair said he would never forget the ride that followed. When about half a mile from the scene of the accident a doctor was taken on and at the corner of Empress Avenue Drs. E. Borque and Whitton were secured while Dr. Jas Seager afterwards boarded the car. The injured were deposited at the Protestant Hospital.</p> <p>The Ill fated Cars</p> <p>The two cars, as they stand in the barns are mute witnesses of the terrible force of the collision. The awful wreck made of the front platform of No. 260, the smaller car shows it a miracle that any of those who were travelling on it escaped with their lives.</p> <p>Paragraph omitted - difference in height etc</p> <p>Among the wreck of splintered seats and twisted brass work are ominous blotches of blood, while broken teeth were also picked up.</p> <p>The larger car is uninjured save for the fact that the steps and everything underneath the rear platform as far back as the last truck has been carried away. The interior however presents a ghastly spectacle, everywhere are blood stains.</p> <p>Both cars may soon be in use again as the property damage will amount to only about \$500.</p> <p>Stories of eyewitnesses - paragraph omitted</p> <p>Cut on face - paragraph omitted</p> <p>Saw it from road - paragraph omitted</p> <p>Thieves at work</p> <p>The scene of the accident was littered with purses and jewelry of all kinds, and it is likely that some of this will never again be seen by the owners thereof as some articles were picked up by persons unknown and carried off. The usual excuse was given that "the finder knew the owner" but this, in some cases was evidently a thin one.</p> <p>The cars were all densely packed with people coming from a Sunday afternoon at Britannia. Immediately after the break in a long line of cars were held up and were kept waiting for about twenty minutes. Most of the women passengers were rather nervous, and one would not be persuaded to go on the big car. All of the ambulances of the city turned out promptly. Amongst the debris on the smashed car</p>

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05/08/1908	Ottawa Union	1	0	<p>were teeth, boots, gloves, wearing apparel and many other things. News soon reached the city of the disaster, and all Britannia cars coming in were the object of curiosity. The track at the scene of the accident was not in any way damaged. Final two paragraphs omitted.</p> <p>Ottawa Citizen 5/28/1908 A copy of the report of Mr. J.F. Wise, inspector of the Ontario Railway and Municipal Board has been received.</p> <p>Extracts.</p> <p>I took statements of motormen and conductors of both cars.</p> <p>I secured the brake shaft and handle which were on the front end of the wrecked car. A thorough examination convinced me that the handle and ratchet were in perfect working order at the time of the accident. I also examined the controller and found the reverse cylinder worked alright. The main cylinder shaft was so damaged by the collision that it worked only as far as first notch.</p> <p>Car to which the accident happened was equipped with a Peacock hand brake, I believe it was in good working order at the time of the accident. There are eighteen cars on the system with this brake which is recognized as one of the best hand brakes. The big car had Westinghouse air brake.</p> <p>The front of the car where the motorman stood was occupied by passengers sitting on the front seat. In the face of imminent danger the passengers on the front seat hampered and disconcerted the motorman; he failed to keep his presence of mind and lost control of his car. This I find to be the cause of the accident.</p> <p>It is important to have the motorman free from embarrassment and distraction while attending to his duties on an open car of this type as on closed cars where he is within a vestibule where passengers are not allowed to ride. I would recommend that the front seat on open cars be abolished so that a motorman in the discharge of his duties shall not be liable to have his mind distracted or his movements hampered by passengers either sitting down or standing up.</p> <p>The OER is well run.</p> <p>Ottawa Citizen 5 26 1908</p>
09/08/1908	Brockville	0	1	<p>Electric car 24 in charge of motorman James Cres and conductor George Findlay. The electric car from Aylmer was running on the outside track coming into Ottawa at a speed of about 8 mph, it was equipped with safety appliances and a headlight of 16 candle power. It was a dark and foggy night and when about a car and a half length west of Colonel By's old home the car struck a man on the track. At the time, 21:25, the Motorman had whistled for the signal to run across the CPR track to reach the Dufferin Bridge station, and was watching for the signal to approach the station. He did not perceive the man until after he had struck him.</p> <p>The man, A.Lippe, a notary residing in Buckingham had been over in Hull where he transacted some business and was coming back to Ottawa and apparently lost his way at the International Bridge (sic), taking the railway track embankment, instead of continuing on to Sussex Street. He was killed instantly as he never uttered a word.</p> <p>RG 46C-II-1 v1408 file 8273</p> <p>Engine 780 arrived at Brockville with engineer J. Middleton in charge. The engineer left the engine in the ashpit and proceeded to the office; having completed his duties he was relieved. The hostler took charge of the engine and backed up, to place the engine on the turntable. The track the engine was using passes the office and parallels the north side of the engine house. The engine backed slowly past the office and engineer Middleton came out and placed his hand on the right hand little end; and in this position, walked alongside the guide bars of the engine and received painful injuries about the body and hips.</p> <p>The engineer was so intent on locating the extent of a knocking in the little end brass that he reached the side wall of the engine house and was caught between the wall and the cylinder of the engine. Engine 780 is a compound crossover type; the low pressure cylinder, which is very large being placed on the right hand side, projects outside the rail 35 inches. Persons cannot stand at the doors and allow engines to pass. The building was erected many years ago when engines were one half as large as at present.</p> <p>RG 46 C-II-1 vol 1535 file 8620</p>

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
01/09/1908	Elgin Street	1	0	Engine #40 was running through No. 13 siding at a speed of 5 or 6 mph at 02:15. Car repairer, J. Miller was walking on the track and was evidently not aware that the engine was approaching. He was struck and killed. The buildings of the cement works on the north side of the right of way cause that portion of the railway yard to be very dark RG 46 vol 1410 file 8655
02/09/1908		0	1	Report by Inspector Lalonde. Extra passenger train 812 derailed at m. 4 on 2 Sep 1908. Engine 812, baggage car 1913 and passenger coaches 135 and 136 derailed at 15:30 4 miles west of Rigaud at 30 mph. and destroyed approx. 400' of roadbed. It was caused by the tender leading wheel of the leading tender truck breaking down. The flange broke. Results were not serious. There were about 75 passengers of which 38 girl students going to the convent at St. Andrews. All escaped injury except Mrs. Ross of between Hudson Heights and Como who had a strained ankle. A 56 lb. rail entered the underflooring of the baggage car and came out the side sill and pulled with it three other rails joined and remained intact forming a complete arch about 15' high over the track; and when these rails were pulled out by the steam crane they formed three quarter circle. RG46 vol 1534 file 8548
18/11/1908		1	1	At Ottawa South, Rideau Junction, train left track at switch. From Ottawa Citizen 19 Nov. 1908 Fireman S. Sidney of Madawaska was instantly killed and brakeman J. Decj and engineer Harry Miller, both of Ottawa were injured the latter only slightly, in the derailment of a GTR incoming freight train near the Ottawa East round house last night. The engine and tender and six cars left the track, The tender left the tracks and completely turned over, rolling down the embankment and resting right side up. Two of the cars were completely demolished and the other four considerably damaged. The fireman was caught underneath the truck of the tender, death being instantaneous. -- The train was a freight from Montreal and was on its way to the Elgin street yards. The cause of the accident is not definitely known other than the engine left the rails at the frog. -- blocked traffic on both the line to Elgin street yards and Central Depot. More.
27/11/1908	Madawaska	1	0	Switch engine 1348 ran over and killed night yard switchman Silas Taylor. Were setting back and did not see what happened. Found that last two cars were derailed (had not received signals) and found blood on brake beam of a car. The crew then ran forward to look for the yard man but the headlight was not working and were using a hand lantern. The foreman saw the body on the track and gave the signal to stop but they did not get stopped until after they had run over the body with the engine and five cars the second time. Yard Foreman and Engineer used very poor judgement in searching for the body. The deceased might not have been killed until he was run over the second time because the distance from the pilot to the ground is such that it would have rolled the body along when passing over it. Pilots should be removed for yard service and foot boards attached.  Train crew refuted this and suggested that Taylor was killed in the first instance. They suggested this was the case because the pool of blood was where the head was found which would suggest that the body had not been rolled. RG 46 vol. 1411 file 9525

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
03/12/1908	Pembroke	1	5	<p>Head on collision between passenger train 78, engine 207 and 3 cars and extra west engine 312. Failure of engine #312 to clear for No. 78. The collision occurred at 07:55, the engineer's watch was found to have stopped at 07:36. The engineer of the passenger train, Fred Rowe, was killed. See photo C-54469.</p> <p>Chesterville Record 12/10/1908 Pembroke. Another fatal wreck took place one and a half miles east of here on Thursday morning. A light engine from Smiths Falls collided with the CPR local leaving here at 7.50 and as a result, Fred Rowe of Ottawa, engineer in charge of the local was instantly killed and R. Crawford, Ottawa fireman; Mail Clerk Purcell, Engineer Nagle, Smiths Falls, and W.C. Both, Baggage man, suffered slight injuries. The baggage car of the passenger train was badly damaged but none of the passengers were hurt. Both train and engine were travelling at high speed and met on a curve. Both engines were badly wrecked. The engines were almost to each other before the danger was noticed. Engineer Rowe reversed immediately, and in doing so warned Fireman Crawford, who jumped and escaped with a sprained ankle and minor bruises.</p> <p>Rowe was pinned beneath the engine and tender. Death was instantaneous. His head and shoulders were above the wreckage, but were scorched. His lower limbs were also burned and scalded. Fireman Patton of the light engine was going to jump when he was hurled out of the window and down the bank sustaining a number of bruises, Engineer Nagle got caught at the tender by the coal, which was piled on him. He was quickly released by the men passengers and was able to walk to the station, as he had only a number of bruises and his leg scalded.</p> <p>The light engine should have stopped at Granges Station, about ten miles east of here. Instead an effort was made to get to Pembroke and the fatal collision was the result. The engineers watch had stopped which misled him as to the time he should make to Pembroke.</p> <p>NB Granges should be Graham.  RG 46 vol. 1410 file 9006  Also reported in Citizen 4 Dec 1908.</p>
03/12/1908	St. Florent Street	1	0	<p>Light engine 1109 was running tender first from Central Station to Hull Jct. to take the Imperial Limited express to Montreal. Henry Ancil was walking on the track in the same direction as the engine and was struck about 50 feet from St. Florent Street and instantly killed.</p> <p>RG 46 vol. 1410 file 9273</p>
19/12/1908	Moose Creek	1	0	<p>Train 73 was switching at Moose Creek. Brakeman James Marchant was run over. He walked in front of one car and caboose which were moving along slowly. Upon going to the angle cock, to open the air brakes, he must have stumbled and fell. He was run over and killed instantly.</p> <p>RG 46 vol. 1411 file 9650</p>
26/01/1909	Montreal Street	2	1	<p>Westbound passenger train 13 struck a double sleigh which did not notice the train approaching although the whistle was sounded and the bell was ringing. The accident occurred at 19:20 and GTR have a watchman on duty from 07:00 until 18:00 but no protection after that time. There are six tracks to cross at this point.</p> <p>RG 46 vol 1411 file 9455</p>
10/03/1909	Hawkesbury	0	2	<p>Conductor of CNQ engine failed to protect his engine returning from GTR south feight yard to CNQ yard. CNQ #58 returning light engine tender first from upper yard to junction switch was hit by GT snow plow special #1357 running south from Hawkesbury station.</p> <p>944/4462 There is a full description of this accident on RG 3o vol 9187 file 1014-26-27</p>
02/04/1909	Sand Point	0	0	<p>Head on collision between 835 and 836.</p> <p>2000724146</p>
13/05/1909	Prescott	0	2	<p>Westbound wayfreight not being properly protected by flagman, as called for by standard code of rules of the company.</p> <p>976/4680</p>

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
20/05/1909	Prescott	0	0	One evening last week the passenger train known as the Moccasin, ran into the rear of a way freight which was standing near Prescott. The wreckage caught fire, but was extinguished by the Prescott fire department before much damage was done. The engine of the passenger train was disabled and the caboose and two freight cars practically destroyed. Mr. R. Corley, of the Canada Fairbanks Limited, Montreal had his shoulder and left arm injured, and Mr. R. Candour, left arm injured, both of whom were removed to the Brockville hospital. Chesterville Record 5 20 1909
09/09/1909	Monklands	1	0	Work train extra 1565 running through yard at too high rate of speed and collided with empty ballast cars standing on side track. 1085/5138
15/09/1909	Chesterville	0	2	Very bad condition of brakes on work extra 1572 and the poor judgement used by engineer. He should have had his train under control approaching yard limit board. 1108/5154
24/11/1909	Tonawanda	1	3	One man was killed and three others seriously injured by the explosion of the boiler in a New York Central freight engine near Tonawanda , NY, last evening. Chesterville Record 11 25 1909
26/07/1910	Indian River	0	4	1 mile west of Indian River. Head on between extra west, engine 641, and 2-74, account failure of Operator to copy order correctly. 1312
24/03/1911	Ottawa	0	1	Engine #1229 collided with engine #227 on train No. 107. 1608
14/04/1911	North Wakefield	1	0	A train ran into a washout two miles from North Wakefield. The engineer, William Alexander McFall, stuck to his post and only the engine toppled into the hole. Forty passengers were saved as the remainder of the train remained upright. Engineer McFall, who was badly scalded by steam and died on April 16, was awarded the Edward Medal for his heroic actions.
20/04/1911	Bedell	0	2	Rear end collision at Kempton between light engine #1018 and No. 76. 1635
05/01/1912	Broad Street	1	0	Squeezed between couplers. 2037
07/01/1912	Cardinal	1	0	Derailment in Cardinal Yard. 1989
10/02/1912	Summerstown	0	2	Derailment of train No. 4 due to track spreading. 1929
08/03/1912	Hull	6	15	Woodstock Sentinel Review Almost under the shadow of the Parliament buildings this morning, five people were killed and 24 injured, some seriously, when the CP freight train ran into the rear of the Pontiac passenger train, which was backing into the Union Station here. All those killed were in the second class coach, which was completely telescoped by the heavier first class coaches and nearly entirely demolished. The dead are: John Moyles, undertaker, Quyon; John Derby, Hull; Katerine Kehoe, Quyon; one unidentified boy and John Anderson, CPR conductor from Ottawa.  There were not many people in the train, or the casualty list would have been much larger. The injured were conveyed in a baggage car to Hull hospitals. Responsibility for the accident is placed on a mixup of orders. The wreck took place where there is a sharp curve and a deep cutting.

Date	Location	Killed	Injured	Details
08/03/1912	Hull	6	15	<p>Five killed. Fifteen Injured.  Work train let go ahead of time and crashed into local passenger train.  Ottawa March 8. A train was let go this morning five minutes before it should have moved. The result was a splintering of wood, binding of iron and five people gave up their lives amid the cries of fifteen others injured.  The accident occurred on the Pontiac branch of the Canadian Pacific Railway within three miles of the Parliament buildings.  The Dead.  John Moyles, Undertaker, Quyon.  John Anderson, CPR Conductor, Ottawa.  John Darby, Duke Street, Hull.  Miss Kehoe, Quyon.  E.J. Taber, Contractor, Hull.  Details of injured not taken except Fred Cole, Engineer.  The morning train from Waltham, a little late, had reversed as usual on the Y near Hull, and was backing to reach the Union Station in Ottawa. This is the way in which it enters the station each day. A work train was being held at Hull until the passenger train had safely passed. In some incomprehensible way the work train was let go. At Tetraultville it met with a crash the rear of the backing passenger train. The trains were moving in opposite directions at a fair speed. The locomotive of the work train came into contact with the first class car. It was new of strong construction and resisted the shock. The second class car just beyond it was not so strongly built and collapsed like a berry box between the squeeze of the two locomotives. It was the weak spot and gave.  The result was terrible for those within and the car was half full. Men and women were jammed with smashed seats. broken glass, fractured woodwork and twisted steel in a mass of dead and injured. Rescue work was promptly started. Ottawa was communicated with, doctors and nurses rushed to the spot and the injured quickly conveyed to Ottawa.  The passenger train was in the charge of Conductor John Anderson who was instantly killed apparently from a blow to the head. The engineer was Joseph Murphy and his fireman Camille Lemieux.  The freight engine was in charge of engineer Cole and William Short, fireman, all of Ottawa. Anderson was one of the best known conductors on the road. The accident happened where is a sharp curve and deep cut and it was impossible for the crew of one train to see the other till too late.  Harvey Boal, operator at Hull, whose mistake in issuing an order for a clear track is said to be the direct cause of the disaster, has disappeared and detectives are searching for him. He is a young man with a good record on the line.  Chesterville Record 3/21/1912 William Kennedy the sixth victim of the railway wreck on the Pontiac line near Hull died at the Water Street hospital at 4 o'clock this morning.  Chesterville Record 3/28/1912 The jury conducting the inquest on the victims of the fatal wreck on the CPR at Hull on March 8, returned a verdict Monday night practically exonerating Harvey Boal, the CPR telegrapher, for whose arrest a warrant has been issued and placing the blame on the CPR.</p>
16/04/1912	Brockville	0	1	Coupling cars.
01/06/1912	Lancaster	1	0	Foot caught while opening knuckle.
05/06/1912	Glen Robertson	0	1	Fell between moving cars.
16/06/1912	Snake River	1	0	Apparently fell off train, one mile west of Snake River.
17/06/1912	Nepean	1	0	Apparently fell off engine and was run over.
22/06/1912	Pembroke	1	0	Coupling cars.
09/07/1912	Golden Lake	0	1	Thrown from top of car.
19/07/1912	Buckingham Jct	0	1	Coupling cars.
17/09/1912	Ottawa Union	0	1	Jumped off moving train at Ottawa, Sparks Street station.

Date	Location	Killed	Injured	Details
02/10/1912	Kingston	2	14	RG 46 C-II-1 vol 1559 file 21398 BQR southbound train 12, BQR Engine #1, consisting of six freight cars, baggage and coach derailed 5 miles north of Kingston.. Front truck of second car left track, ditching five cars baggage car and coach. Two freight cars, baggage and coach left the track, ran down as 12 to 15 foot embankment and finished upside down at bottom. The track was in good condition and the car that derailed first was almost brand new. The accident was caused by the failure of the truck to right itself after coming off a curve. This can occur with new equipment, often because of the roughness between the bottom and top centre plate surfaces. Also reported in the Journal 2 October 1912 - see papers file.
14/10/1912	Brockville	0	1	Foot caught between engine and tender.
16/10/1912	Golden Lake	0	1	Uncoupling cars
20/10/1912	Lancaster	1	0	Looking out cab window and head struck side of bridge.
18/11/1912	Perth	0	1	Attempted to board moving train.
29/11/1912	Morrisburg	0	1	
09/01/1913		0	1	GTR Ottawa, uncoupling cars.
12/01/1913	Prescott	1	1	Train 1273 east (#96) stalled and doubled into Prescott. First portion of train, consisting of 20 cars, was placed on westbound main track while engine returned for rest of train and train extra 2515 and 1220 coupled west collided with these cars. The yard limit boards were subsequently moved. The engineer in charge of engine 2515 had been on duty at the time of the accident 28 hours and 10 minutes. He had left Brockville on an extra for St. Albans and made a good run. He turned back from St. Albans without taking proper rest. RG 46 C-II-1 vol 1563 file 22235
12/02/1913	Dalhousie Mills	0	1	Coupling cars.
27/02/1913	Maxville	0	12	In an accident which fortunately caused no loss of life but in which scores of passengers had miraculous escapes, not a few of them, however, without serious injuries, Grand Trunk Pacific train No. 23 Montreal to Ottawa, was wrecked about a mile east of Maxville station at 11.45 a.m. this morning. Twelve were injured. Stopping dead in a distance of twenty yards when at a speed of about 30 miles an hour the wrecked train tore up the rails at the scene of the accident, one of them piercing the second car along its full length. List of injured. The cause of the wreck is supposed to have been the washing away of the ballast by the recent bad weather. The three passenger coaches and baggage car and tender left the right of way and turned over on their sides, but the engine, though turned almost to right angles to its course did not leave the track. One car had to be partially chopped open before some men could be rescued." Chesterville Record 4 3 1913
10/03/1913	Casselman	0	7	Derailment.
29/03/1913	Ottawa Union	0	1	Attempted to jump off moving train.
05/04/1913	Pembroke	0	1	Setting up hand brake when chain slipped.
26/04/1913	Whitney	0	1	Headlight of engine exploded.
28/04/1913	Hawkesbury	0	1	Fell of the pilot of engine.
07/05/1913	Smiths Falls	0	1	Collision.
07/05/1913	Renfrew	0	1	Collision.
10/05/1913	Smiths Falls	0	1	
12/05/1913	Renfrew Junction	0	1	Derailment.

Date	Location	Killed	Injured	Details
22/05/1913	Chesterville	0	1	Chesterville Record 5 22 1913. This forenoon, about 11 o'clock, quite a bad wreck occurred right at the station at Chesterville, the Overseas Mail train and the weigh freight coming together. The weight freight from the east was busy unloading at the freight shed when the mail train from the west put in an appearance and as there is a considerable down grade after coming over the rise of the hill the engineer was unable to stop before coming together, although he got it slowed down considerably. The mail train was very light, there being only the mail car and a passenger coach. Several cars were badly smashed as well as both the engines. Mr. MacDonald, brakesman, and Mr. Haley, fireman, were both badly hurt but not seriously. The auxiliary train is here and clearing the track as fast as possible.
31/05/1913	Smiths Falls	1	0	Caught between tender steps side of turn table.
05/06/1913	L'Orignal	0	1	Derailment 1 1/4 miles west of L'Orignal.
25/06/1913	Westboro	11	40	Eight dead and fifty injured, two probably fatally, is the toll of the railway accident three miles from Ottawa yesterday afternoon when the CPR train from Montreal for Winnipeg left the track. All the dead and practically all the injured are immigrants, principally from the British isles. The cause of the wreck is not known, but it is thought to be either a loose rail or what is known in railway parlance as a "sunkink". Also reported in Globe and Mail for 26 June 1913. This was the wreck of the Imperial Limited. Ottawa Journal 25 June - occurred at Springfield Park near Britannia. Pictures in June 26 edition. Chesterville Record 6 26 1913 BRC file 2873 has the wrong date.
08/07/1913	Lebreton Street	0	1	Found on track, evidently fell off train.
21/07/1913	Lancaster	0	1	Caught between tender of engine and platform.
23/07/1913	Braeside	0	1	Fell off moving train 3 poles west of Braeside.
24/07/1913	Limoges	1	0	Slipped off engine and fell between train and platform at South Indian. RG 46 C-II-1 vol 1564 file 23314
27/07/1913	Renfrew	0	1	Crushed between cars.
01/08/1913	Gananoque Junction	0	2	Collision.
16/08/1913	Rideau Canal Swing Bridge	1	0	F. Merino, in company with six others were members of a lifting gang that took a handcar during the absence of the Foreman after they had quit work on Saturday afternoon. They left Chaudiere Junction after 19:00 and went to Ottawa to get provisions, leaving there about 21:00 or 21:15 to return. The accident happened about 21:30. The bridge over the canal at mileage 2 had been opened to permit three small motor boats to pass and was being closed when the handcar approached the bridge and ran into the canal. Mr. Merino was on the front of the car and had no opportunity to jump off. He sustained a cut on the right side of the head and was probably stunned although the actual cause of death was drowning. The semaphores were set at danger and shewed red and the signal light on the bridge itself was burning brightly and shewed red on the side towards the track. The brakes on the handcar were in perfect order and the accident seems to have been due to the fact that none of the men on the car noticed the bridge was open until they were within a few feet of it. RG 46 C-II-1 vol 1564 file 23113
22/08/1913	Nepean Yard	0	1	Derailment.
26/08/1913	Buckingham Jct	1	0	Fell between cars and was run over.
05/09/1913	Prescott	0	1	Run down in yard by train.
07/10/1913	Cornwall	0	1	Fell from top of box car.
28/10/1913	St. Justine	0	1	Caught by shaker bar of engine.
29/10/1913	Glen Robertson	0	1	Slipped.
02/12/1913	Brockville	0	1	Caught while making coupling.

Date	Location	Killed	Injured	Details
20/12/1913	Hull	0	1	Caught while getting down from side of car.
22/12/1913	Meath	1	2	Derailment, half mile west of Meath.
24/12/1913	Brockville	1	1	Collision.
09/01/1914	South March	0	1	Derailment.
09/01/1914	South March	0	1	
13/01/1914		0	3	GTR Ottawa, collision.
21/01/1914	Kingston	0	2	Train ran into stopping block.
22/01/1914	Meath	1	11	Train #19, engine 2609 and six cars derailed as a result of a broken rail about mileage 96 (from Broad Street), some of the cars plunging down the embankment on the north side of the track. Sleepers "Bolton" and "Guernsey", first class 1597, second class 1991, baggage 4159 and mail car 3492. Engine remained on the track, the rest of the train derailed. Cars were all in good condition. RG 46 C-II-1 v.1571 f.23793
17/02/1914	Mountain	1	10	RG 46 C-II-1 vol 1571 file 23909 Derailment mileage 94 Smiths Falls subdivision. Accident was caused by a broken rail which was shattered into a dozen or twenty pieces, showing that it was a heavy blow, or impact from the wheel of an engine. This extreme cold weather in the last twenty days has in a good many cases been responsible for accidents. The constant cold makes the rails very brittle and any slight heaving of the track may leave a space under the rails which is hard to detect and a blow coming on that fractures it. Engine 2227, second class 1978, first class 1096, Diner "St. James", Sleeper "Kiminive", Parlour car "Maitland" all derailed. There is a picture on the file showing the engine on its side. "The only passenger in the cars hurt was Mr. E. Bowles of New York. The engine turned a complete somersault. Robert Grant, of Montreal, the engineer, was found dead with his hand on the throttle. There is a report in the Chesterville Record 19 February 1914 but it doesn't add much. Also Ottawa Journal for 18 February, 1914.
21/02/1914	Casselman	1	0	Chesterville Record February 26 1914. The Grand Trunk Railway passenger train in Ottawa at 7.13 p.m. Saturday jumped the track about four miles south of Indian, thirty miles east of the capital at 6.45 p.m. but not one of the forty passengers and members of the crew were injured beyond a slight shaking up. The spreading of a rail is said to have been the cause of the accident. All the four passenger coaches, baggage car and tender left the rails, the engine being the only remaining part of the train remaining on. Passengers state that the presence of mind of J. Kickley of Montreal, is responsible for the preventing of a disaster as he was able to stop his train in a short distance and prevent the coaches overturning. NB. The BRC report shows one death.
25/02/1914	Limoges	0	1	Attempted to board train in motion at South Indian.
04/04/1914	Smiths Falls	0	1	Jumped off engine.
07/05/1914	Renfrew	0	1	
12/05/1914	Renfrew Junction	0	1	
26/05/1914	Cornwall	1	0	Caught between couplers.
13/06/1914	Cornwall	0	1	Jumped off train.
20/06/1914	Cornwall	0	1	Struck by motor.
21/06/1914	Kinburn	2	3	Head on at Smiths Crossing, one mile from Kinburn. Caused by disobeying dispatching orders. Ottawa Journal 22 June 1914
25/06/1914	Britannia	8	69	
25/07/1914	Cornwall	1	0	Fell in front of car.
03/08/1914	Finch	0	1	Fell over bridge.
06/08/1914	Madawaska	0	1	Pulling pin between operating lever.

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
22/08/1914	Nepean Yard	0	1	
03/10/1914	Maxville	0	1	Standing on gang plank.
05/11/1914	Kingston	0	1	Struck by engine.
20/11/1914	Hull	0	1	Fell on station platform.
26/11/1914	Russell	0	1	Fell while climbing over top of car.
09/12/1914	Pleasant Corners Road	3	0	Coroner's verdict. Mr. & Mrs. Moses Cameron and Mrs. Joseph Dupuis all killed, also horse. No negligence on part of GTR employees. As there are five orphans as a result (4 - 13 years old) suggest GTR might assist. Alarm signals should be established.  Highway, although a public one, is only used by employees of the brickworks. Part of lots 10 & 11, 4th conc. West Hawkesbury. Owner of brickworks agreed to move a pile of bricks that were obstructing view lines but not before March because they were frozen together.  Railway claimed that the crossing was not a public one but CAR had equipped it with sign boards, whistle posts, planking and cattle guards to ensure proper protection to people using the crossing.  RG46 vol 1411 f 9437.1224
08/02/1915	Brockville	0	1	Caught between engine and cab and apron of coal chute.
16/02/1915	Brockville	0	1	Caught between shed and platform of car.
23/02/1915	Killaloe	0	2	
03/03/1915	Hawkesbury	0	2	
03/06/1915	Rideau	1	1	When train No. 1, the International Limited, was approaching the Rideau Bridge, Phillip Cheley, B&B Foreman and Eli Caron, Watchman, stepped across west bound track on north end of bridge. They had been watching the eastbound flyer, No. 14 approaching and as the rear of No. 14 passed they both stepped across the eastbound main line onto the westbound and directly in front of the International Limited. No. 1 struck them both. Caron was struck first who was thrown against Cheley, throwing him over the side of the bridge to the bed of the river, a distance of 85 feet. He struck the roack of the bank, at the bottom, and then rolled into the river. He was dead when recovered. RG 46 vol 1496 file 26097
11/11/1915	Mille Roches	1	0	Peter Anderson, 75 years old, was killed while attempting to board while the train was leaving the station platform. He fell between the platform and train, the coach steps striking his head and the wheels cut off his left leg. He was taken into the baggage car and taken to hospital in Cornwall, which is only 5 1/2 miles away. He died later in hospital. The coroner's jury relieved the company and train employees from blame, recommending that cars with vestibules should have vestibule doors left open at a point convenient to the doors of the station waiting rooms. RG 46 vol 1491 file 26534
08/12/1915	Stittville	0	1	Collision.
25/01/1916		0	1	Collision 2 miles east of Rideau Yard.
25/02/1916	Kingston Junction	1	0	

Date	Location	Killed	Injured	Details
03/05/1916	Winchester	0	0	<p>The night fast express from Toronto to Montreal in charge of Conductor Morley Munro, an old Chesterville boy, was wrecked yesterday morning about 6.30, a couple of hundred yards east of Winchester station, while passing through the yards. Almost miraculously there was no one injured beyond a shaking up. The train consisted of seven cars and the engine, the latter and the two following cars passed over the point where the five following sleepers left the rails and ploughed into the road bed between the eastbound and westbound tracks. The trucks of all five cars were buried thoroughly in the gravel and sand while the bodies of the cars were tilted at various angles so as to block traffic on the westbound track. The delay to traffic was very slight as the business siding paralleled the blocked tracks and trains passed over it. The train is said to have been going at about forty miles an hour but passengers report the shock to have been unusually light. The cause of the wreck is reported to have been a broken rail, and it is alleged what might have proved a similar wreck was averted only by the narrowest of margins in the Chesterville yards a very short time ago by the vigilance of an employee, who, through the generosity of the CPR has received what is known as ten merit marks, valuable as a souvenir no doubt but hardly representing any amount of the loss saved to the company, and the hand that bestowed them doubtless, can as easily nullify them.</p> <p>Chesterville Record 4 May 1916</p>
21/08/1916	Britannia	0	1	<p>T. Ellis injured.</p> <p>RG 46 c-II-1 vol 1854 file 27378</p>
06/09/1916	Apple Hill	1	0	<p>Apple Hill station was the scene of a disastrous wreck Wednesday night about 9 o'clock. In a dense fog a big east bound freight thundered down the grade at Apple Hill and crashed into the way freight that was standing on the track. The impact was terrible and caused a fearful wreck. Cars of freight were thrown in all directions and in a few minutes the wreckage was in flames. Ten cars with their contents were burnt up and James Mahoney, Montreal, a store man was burned to death in the wreck of the caboose. The station house was also destroyed by the fire. The tracks were badly damaged and all traffic was diverted by Ottawa. Engineer Wm. Burkett and Conductor P.J. Higginson were in charge of the freight.</p> <p>Chesterville Record 7 Sept 1916</p>
27/12/1916	De Beaujeu	6	5	<p>Five people are dead and another at an early hour this morning was not expected to live more than a few minutes as the result of a bad railway smash on the CPR line at St. Polycarpe Junction. The Chicago-Montreal train, through failure of a switch, it is reported, crashed into the rear of the Cornwall local telescoping the rear four cars. Four people were in addition seriously hurt and another slightly injured while all passengers got a bad shaking up.</p> <p>List of dead and injured.--</p> <p>Coroners jury concluded that neither the brakeman, Arnett of the Cornwall train nor the operator for Soulanges Junction were to blame but that it was a clear case of misunderstanding. Brakeman phoned Arthur Lalonde, Assistant Agent at St Polycarpe and asked if the Chicago express had passed. Jury recommended that the CPR should have a man stationed at Soulanges Junction</p> <p>Chesterville Record 28 Dec 1916</p>
03/06/1917	Mountain	1	0	<p>Life was lost in a singular manner at Mountain Station on Sunday when sectionman Coghler was killed by the cars of a train toppling over on him. It appears that Coghler had been for some time at the grade crossing either warning people of approaching trains or keeping tab on how many vehicles crossed at that point in a given time for information in an application to have a warning bell installed there, and had just left and going west on the north track was passed when about 500 yards west of the station by an east bound freight laden with wheat which at that point left the rails tumbling sixteen cars of wheat on the opposite track, under one of which Coghler was caught. Both tracks were blocked for a considerable time until auxiliary crews from both directions had arrived and effected a clearance. The cause of the accident is attributed to a broken rail.</p> <p>Chesterville Record 7 June 1917.</p>

Date	Location	Killed	Injured	Details
09/09/1917	Hawkesbury	0	1	Extra 1318 in charge of Conductor N.M. Deegan and Engineer J. Lowe was switching, and Brakeman H.A. Laportewas riding on the side ladder of a box car when he was caught by water stand pipe and thrown to the ground. Sustained severe bruises from which he is now recovering. The stand pipe is a six inch pipe between the main line and the siding at east end of station platform; that it is badly out of plumb and leand towards the main line and clears the cab of the engines of the 1300 class 18 1/2 inches. A temporary stand pipe was erected and a new standard type eventually erected. RG 30 vol 9303 file 1046-26-216
08/02/1918	Monklands	0	0	On Friday morning last, about five o'clock a rear end collision between two freight trains happened at Monklands when seven cars and the van of one train were thrown in the ditch. The first train in charge of Conductor J. Scott, westbound, was standing at the coal chutes at Monklands when the train following, in charge of Conductor Whan and Engineer Minor pitched into it. It appears that through some failure in closing the chute a large quantity of coal was dumped on the tracks and the crew of Scotts train were trying to clear it away as quickly as possible when their train was struck. No one was injured and the track was not torn up. Chesterville Record 14 feb 1918
04/07/1918	Limoges	1	0	Train extra 1635 in charge of Conductor Gooding consisted of 21 loads and 5 empties and held instructions to pick up a B&B Boarding car 92951 from Glen Robertson for Rockland. Gooding instructed brakeman to place the boarding car behind the caboose 90826, and while the brakeman considered this was something new, he did not question the conductor's instructions. When setting out at South Indian they would pull over the west switch and back the car into the siding. By handling it in this manner it saved a shunt at South Indian and this, no dooubt was the reason for Gooding having this car placed on the rear of the caboose. This handling was irregular and contrary to instructions. As the train was pulling through South Indian Yard, the brakeman McBain, who was standing on the rear steps of the caboose, facing south or siding side saw Gooding come out of the caboose to the platform but cannot say what occurred after that, except that he thinks Gooding must have slipped and fell as he saw him make several unusual motions. Fearing that he ws in trouble, he looked back and as soon as the boarding car cleared his view, saw Gooding lying between north rail and station platform. Rg 46 C-II-1 vol 1564 file 23314
03/06/1919	Cardinal	0	47	
17/10/1919	Mallorytown	0	3	
23/10/1919	Rideau	0	4	
18/12/1919	Smiths Falls	0	5	
18/12/1919	Carleton Avenue	0	5	CPR Chalk River local train 555, engine 2113, struck an Ottawa Dairy rig, injuring four children occupants of the rig and the driver. Wagon slowed up for a short period but person in charge suddenly seemed to spur his horses on again. I noticed the reins were being pulled on but could not distinctly see as the front of the wagon was filled with milk cans. An effort was made to turn the horses into the fence on the west side of the road but this did not happen and I struck the horses on their side and extreme end of right buffer struck front of rig. The rods In side of engine apparently did not strike the rig but steps on front of tender caught it and went by it. One horse killed. Wagon and contents demolished. The other horse was on his feet beside the right of way fence. RG 46 vol 1477 file 16675
16/01/1920	Chalk River	0	3	In Chalk River yard.
28/01/1920	Madawaska	0	2	
01/02/1920	Monklands	0	1	Fell while taking coal on tender.
01/02/1920	Madawaska	0	1	Opening car heater steam valve.
17/02/1920	Dalkeith	0	0	
09/03/1920	Eganville	0	1	Struck on head by coal.

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
22/03/1920	Round House	0	1	Getting off engine at coal chute.
07/04/1920	Ottawa	0	1	Fell off running board. (CPR)
16/04/1920	Bedell	0	1	2nd 19 consisting of engines 1087 and 813 coupled with 21 coaches and caboose. The passengers on this train were harvesters bound for the western provinces and were troublesome to the train crew. On several occasions passengers operated the conductors valve and stopped the train. This was done approaching Green Valley with the result that a coupler was pulled out of coach 2501. The coach had to be switched out and put on the rear of the train causing a delay of 50 minutes. Approaching Bedell the brake was again applied by some passengers. Conductor McLellan was sitting in the cupola of the caboose and the shock of the application caused him to be thrown through the cupola window. He received a gash cutting an artery. First aid was rendered and he was taken to Smiths Falls General Hospital. Need for additional personnel to police such harvester trains. RG 30 vol 9307 file 1046-26-321
21/05/1920	Smiths Falls	0	1	
21/06/1920	Ottawa	0	1	Planks covering drain caved in. (GTR)
13/07/1920	Ottawa	0	1	Fell from engine. (GTR).
18/07/1920	Fitzroy	0	2	Eastbound train was derailed about half a mile west of Fitzroy, two employees injured. The Section Foreman was dismissed for his carelessness and bad judgement as he was found responsible for the condition which caused the derailment. RG 30 vol 9306 file 1046-26-304
26/07/1920	Renfrew	0	1	Struck by reversing lever.
11/09/1920	Smiths Falls	0	1	Uncoupling brake rigging.
15/09/1920	Brent	0	1	Scalded when injector broke, Brent Yard.
15/09/1920	Kingston Junction	0	1	Adjusting brake.
01/10/1920	Bank Street	0	1	Fell from smoke box.
28/10/1920	Maxville	0	1	Shaking grates.
22/11/1920	Renfrew	0	1	Fell off tender of engine.
24/12/1920	Renfrew	0	1	While shaking grates.
04/01/1921	Ottawa	0	0	Using wrench, same slipped and struck him. (CNR)
26/01/1921	Rockland	0	1	Sprinkler hose blew off.
03/02/1921	Finch	0	1	Trailing rod broke.
12/03/1921	Arnprior	0	1	Taking reversing lever out of notch.
27/04/1921	Monklands	0	1	Hose blew off coupling.

Date	Location	Killed	Injured	Details
30/04/1921		0	0	<p>A rock from side of gravel cut falling on track and rolling under engine, cutting the ties and allowing the track to spread derailing engine tender, baggage car 8647 and leading truck of colonist car 2786. Train was travelling about 25 mph when about 1600 feet east of mile 120 engine 5138 struck a stone 24x33 inches square which demolished the pilot and went under engine. Engine ran into side of curve and down a 10 ft dump and turned on its side, tender going crosswise of track and leading truck of baggage car 8647 going nearly down a 25 foot embankment on north side. Occurred at 1.30 a.m.</p> <p>Track Foreman inspected the cut 8.15 previous day and did not consider there was any danger of rock becoming loose. Roadmaster Ogden also passed this point at 9.00 a.m. on the previous date at which time there was no apparent danger of rock falling. This is the first time that a large boulder has become dislodged in this cut. Examination of rock in cut immediately after the accident plainly showed that a portion of rock became detached from a large rock that was lodged near the top of the cut apparently caused by severe electric storms which occurred during the night of the accident. The crack in this rock took place approximately 12 inches under ground from slope of cut and could not be seen by ordinary inspection from track. Section Foreman assessed thirty demerit marks RG 30 vol 9307 file 1046-26-321</p>
21/05/1921	Kingston Junction	0	1	
06/07/1921	Bank Street	0	1	
10/08/1921	Elgin Street	0	1	Putting flags on engine fell off in Elgin Street Yard.
17/09/1921	Cornwall	0	1	Dumping ashpan.
19/10/1921	Bank Street	0	1	Re-railing engine.
30/10/1921	Madawaska	0	1	Spotting engine to dump pan.
23/11/1921	Kingston	0	1	Closing door of manhole.
24/12/1921	Merrickville	1	0	Fell off engine 100 yards east of station.
21/01/1922	Ellwood	1	21	<p>This from the Chesterville Record 26 January 1922, Thursday. "Jump for your life" cried Engineer White to Fireman Elliott as he felt his engine wheels leave the track about a quarter of a mile south of Ellwood (formerly Chaudiere Junction about five miles from Ottawa) at 4.35 Saturday afternoon. Elliott leapt from his cab and fell bruised in the ditch on the left hand side of the embankment. White applied the brakes. The engine bumped along on the ties pulling the rest of the train consisting of the mail and baggage cars and a second and two first class cars as they swayed along the ties for 500 feet. Then the engine and tender veered to the right, plunged down the steep 15 foot embankment with a hiss of escaping steam it turned a somersault and imprisoned the faithful engineer in his cab. He was instantly killed.</p> <p>The baggage car followed the engine and fell on the side while the mail coach shoved its nose in the ditch but stood up. The two rear first class coaches in the meanwhile lurched over on the left hand side of the embankment and toppled on their sides. The second class coach and smoker, which came immediately behind the mail coach did not leave the embankment.</p> <p>The accident was due to a defective rail.</p> <p>Although there were 175 passengers on board it is marvellous that only 15 were injured and most of these but slightly.</p> <p>That the second class coach didn't follow the other coaches in their headlong fall into the ditch is due to the quick action of brakeman John Riordan.</p> <p>He was in the vestibule of the second class coach when he felt the wheels on the ties. He immediately applied the brakes. This quick action, no doubt, saved many lives, and there were 80 passengers in this coach. (I doubt this had much effect if the engineer applied the emergency brake from the engine)</p>
09/09/1922	Beachburg	0	1	New business track.

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
06/10/1922	McReady's crossing	0	1	Crossing accident. On the morning of Friday 6th October, Mr. Edson Burnham, of Yonge Mills, was struck by a motor train at McReady's Crossing, situate about three quarters of a mile west of the village of Lyn. Mr. Burnham wa seriously injured and taken to the Brockville General Hospital. At the time of the accident Mr. Burnham was driving a milk motor truck owned by him, which was completely demolished. "With a jitney running over that portionof the CNR there is not much chance for motorists or even pedestrians to avoid accident." Brockville Recorder and Times editorial 11 Oct 1922. CNR report said that the motor truck ran into the side of motor coach 15813. The signals were all given by the train men and which appears to be supported by evidence outside of railway employees. The speed of the railway car was only five miles an hour, whereas evidence outside of railway employees, places the speed of the milk truck at about 15 to 20 mph. It cannot be denied that the crossing is a dangerous one and one which the Company recognizes by putting a slow order on this particular motor car of 5 mph. The crossing was obstructed by waste material on top of the cut. This was subsequently removed. RG 43 vol 668 file 21285
08/11/1922		1	0	1 mile west of Smiths Falls.
03/12/1922	Brockville	0	1	East crossover.
16/01/1923	Petawawa	0	1	Flange of steam pipe to lubricator pulled out.
08/02/1923	Bedell	0	1	Putting scoop away under engine.
16/02/1923	Barrys Bay	0	1	Slipped while getting down off engine set to put on fire.
05/03/1923	Radiant	0	1	Finger caught in firebox door.
13/03/1923	Brockville	0	1	Brockville Yard.
17/03/1923	Alfred Centre	0	1	
03/05/1923		0	1	
15/06/1923	Lancaster	0	1	Right main rod broke.
21/10/1923	Delta	0	1	Making repairs to air pump.
16/12/1923	Galetta	0	1	Slipped off side of engine.
27/02/1924	Mallorytown	4		
05/03/1924	Aylmer Road/Tache Blvd	0	1	At 10:50, carelessness.
24/04/1924	Renfrew	0	1	
31/05/1924	Rochester Street	0	1	At 16:40, carelessness.
06/06/1924	Glen Robertson	0	1	Repairing bell rope.
06/06/1924	St. Redempteur Street	0	1	At 08:17, carelessness.
01/08/1924	Parkdale Avenue	0	1	At 12:15, carelessness.

Date	Location	Killed	Injured	Details
23/10/1924	Deschene	0	6	<p>Head on collision between eastbound electric car #203, Conductor H. Bergeron and Motorman L. Dupont and westbound car #201 Conductor McConnell and Motorman J. Jacques.</p> <p>On account of repairs being made to westbound track, the eastbound track was being used as single track between cross-over switches at Deschenes and cross-over switches at Golf Links, about 3 1/2 miles, and the collision occurred a short distance east of Deschenes station. Time of collision was 12.15 p.m.</p> <p>Of those injured only one required medical attendance. Damage to rolling stock was not extensive and traffic was delayed about an hour.</p> <p>The Hull Electric Railway is double-tracked, and on the day of the accident, the eastbound main track was being operated as single track between Deschenes and Golf Links. The Superintendent of Transportation, Mr. Meech, alleges that on the morning of the accident all car crews were given a written instruction issued by Inspector Lochnan, to the effect that westbound main track was cancelled between Deschenes and Golf Links. Mr. Meech also alleges that it has been the practice when instructions of this character had been issued for the relieving crew to be advised of any orders or instructions in effect. Mr. Meech was unable to produce a copy of this instruction and admits that no signatures were taken from the car crews to whom it was delivered; there being no copy available, we are at a loss as to the manner in which this piece of single track was to be operated with any degree of safety. It was not protected by a regular train order or flagman. It is further admitted by the Superintendent of Transportation, Mr. Meech, that Conductor Bergeron and Motorman Dupont of eastbound car #203 were not advised by Conductor Quesnel, and his motorman at Aylmer, when changing off, that this instruction was in effect. As a matter of fact, Conductor Quesnel was not on the car when Conductor Bergeron took charge. Quesnel states he was obliged to leave the car in account of an attack of cramps. So that car #203 left Aylmer for Ottawa without any advice whatever of the situation between Deschenes and Golf Links. Car #201 left Ottawa and at Golf Links crossed over to the eastbound track and proceeded westbound on that track, and while Motorman Dupont admits seeing car #201 approaching after he left Deschenes station, on account of curvature, he was unable to see that the opposing car was on the eastbound track until too close to avert the collision. Motorman Jacques admits that the speed of his car approaching Deschenes was twenty-eight miles per hour. He admits that he saw the approaching car standing at Deschenes station but did not notice the opposing car approaching until about eight car lengths from it. These cars are equipped with air-brakes and both motormen applied the air-brake, and cars were considerably slowed down when the collision occurred.</p> <p>The Hull Electric Railway operate a double track interurban service between Ottawa and Queen Victoria Park, a distance of twelve miles. They do not employ train despatchers, agents, telegraph or telephone operators. No train time sheets are kept of car movements and no time-tables are issued to employees similar to those issued on steam railways, or to electric lines operating interurban service and following standard practice. In standard practice, the timetable is the authority for movement of regular trains subject to the rules. On most electric lines subject to the jurisdiction of the Board standard practice is followed; operating rules and time-tables issued to employees. No standard practice appears to be followed by the Hull Electric and, in my humble opinion, this accident is the result of failure on the part of the management of the Hull Electric Railway Company to operate their railway in a safe and practical manner. It is a fortunate circumstance that there were only ten passengers on board the two cars at the time of the accident and that the injuries sustained by the passengers and employee were not of a serious character.</p> <p>The discipline is as follows:-</p> <p>Motorman Jacques, 20 demerit marks, for running at too high speed approaching Deschenes, and for failure to have his car under control, contrary to Circular No. 150, resulting in collision with another car.</p> <p>Conductor B. Quesnel of car #203, twenty demerit marks, for failure to notify his relief that westbound track was cancelled between Golf Links and Deschenes, resulting in collision with another car.</p> <p>Motorman Dupont of car 203, five demerit marks for not keeping a sharp lookout, and being partly responsible for collision with another car.</p> <p>The important point, as I see it, in this unfortunate accident, is the failure of the Railway Company to properly protect the movement of cars between Deschenes and Golf Links on the eastbound main track, which had been singled, and failure to know</p>

Date	Location	Killed	Injured	Details
				that the motorman and conductor of eastbound car #203 were advised of this situation. In my opinion, the crew of eastbound car #203 had the right of track, they having no orders or instructions to the contrary: and, therefore, cannot be held responsible for what happened. The crew of westbound car held a copy of the instructions issued by Inspector Lochnan, that westbound track was cancelled between Deschenes and Golf Links. This being the case, in standrd practice they would be responsible for clearing the leaving time of the opposing eastbound car at Deschenes, failing to do that they would be obliged to wait at Golf Links for the eastbound car. I am forced to the conclusion that the railway company is entirely responsible in this case, and I would recommend that the management of the Hull Electric Railway be directed forthwith to take in hand the issuing of rules following standard practice of operation for the safe operation of train and car movements on their line of railway, for approval within a reasonable time. Inspector McCaul. RG 46 vol 516 file 4135.22
15/11/1924	Russell Road	1	3	At 05:25, building, carelessness.
18/12/1924	Smiths Falls	0	1	Fell while treating hot bearing in engine.
18/12/1924	Carleton Place	0	1	Fell from cab.
20/12/1924	Alfred	0	1	Using sprinkler hose.
03/01/1925	Alcove	0	1	Reversing engine.
22/01/1925	Beachburg	0	1	Fell into manhole.
03/02/1925	Hurdman	0	1	Coupling cars.
26/02/1925	Glen Tay	1	29	Head on collision in front of station.
11/03/1925	Rochester Street	0	1	At 24:45, carelessness.
07/07/1925	Young Street	0	1	At 16:10, carelessness, buildings.
18/08/1925	Side Road	0	1	At 15:30, careless.
02/09/1925	Carling Avenue	0	1	At 13:13, buildings, trees.
07/09/1925	Mill Street	2	3	At 12:45, skew, trees.
10/10/1925	Hull	0	1	Scalded by steam from pump governor between Hull and Ottawa West.
01/11/1925	Main Street, Maxville	0	7	At 16:20, buildings, careless.
17/11/1925	Church Street	0	1	At 16:10, buildings.
23/12/1925	Carling Avenue	0	2	At 20:55, trees, careless.
10/03/1926	Pembroke	0	1	Struck by car when leaning out of cab window.
22/03/1926	Britannia Road	1	0	At 18:00, pedestrian, buildings.
26/05/1926	Britannia Road	0	2	At 10:18, truck, careless.
08/06/1926	Booth Street	0	1	At 15:45, buildings.
18/06/1926	Cyrville Road	1	0	Yvette Julien, 9 year old girl, killed at a level crossing near Ottawa. CNR paid a gratuity of \$250.00. RG 30 vol 9111 file 82-431
28/06/1926	Government Road	0	1	East of Interprovincial bridge.
12/07/1926	Aylmer Road/Tache Blvd	1	0	At 15:58, pedestrian.
02/08/1926	Cedarview Road	1	0	At 10:02, careless.
14/11/1926	Main Street, Cobden	4	1	At 11:50, buildings, sidings.
10/12/1926	Lebreton Street	1	0	At 15:58, careless.
19/01/1927	Ottawa West	0	1	Slipped while fastening side curtains.
16/02/1927	Aylmer Road/Tache Blvd	0	0	United Coach Line Bus No. 8 ran into side of train.

Date	Location	Killed	Injured	Details
24/02/1927	Ottawa	0	3	
27/04/1927	Main Street, Cobden	0	0	Auto ran into side of engine. Signals had been given and engine bell was ringing.
15/06/1927	Second Street	0	2	At 07:30, by station.
18/08/1927	Cornwall Junction	0	1	
22/10/1927	Cornwall	0	1	Fell between engine and tender when drawbar broke.
23/10/1927	Deschene	0	4	
31/10/1927	Brockville	0	1	
10/11/1927	Main Street	0	0	While gates were up and no engines approaching auto went east down our main line about 20' from crossing, striking semaphore and breaking the clamp which holds pipe for operating our signals. Driver could not account for the happening. Car travelling 15 mph.
25/12/1927	Smiths Falls	0	2	
16/01/1928	Prescott	0	1	Fell when getting through cab window.
30/01/1928	Limoges	1	4	
07/02/1928	Parkdale Avenue	1	0	At 11:25, carelessness.
21/02/1928	Waltham	0	4	
14/04/1928	Young Street	0	1	At 13:45, carelessness.
29/04/1928	Bolingbroke	3	0	Smiths Falls. Engineers Body Only recovered, 2 are missing Believed fireman and brakeman of C.P.R. freight are killed when a fall of rock causes derailment. Though three men are believed to have been killed when the engine and a number of cars of a Canadian Pacific Railway freight train were derailed in a rock cut 30 miles west of here last night, so far only the body of Engineer M.M. Caterine has been recovered from the wreckage. Brakeman D.R. Wood, who with the engineer was from Smiths Falls, and Fireman M. MacKenzie, of Havelock are missing. The derailment was caused by a fall of rock from about 30 feet up on the north side of the cutting according to the railway officials. Fourteen cars altogether left the rails. caterine was 40 years of age, macKenzie 26 years old and Woods 33 years old. Mrs. Caterine, mother of the engineer, is in critical condition following the shock of her son's death. The body of caterine when recovered was severely burned by the steam from the boiler, which had burst. The engine throttle was shoved in, indicating he had seen the danger and had ineffectually tried to stop the engine. The rock which fell and caused the accident is thought to have been loosened by spring freshets. A huge pile of rock had blocked the track of the locomotive. <a href="http://news.google.ca/newspapers?id=N3MuAAAIBAJ&amp;sjid=ntkFAAAAIBAJ&amp;pg=6756,6021026&amp;dq=railway&amp;hl=en">http://news.google.ca/newspapers?id=N3MuAAAIBAJ&amp;sjid=ntkFAAAAIBAJ&amp;pg=6756,6021026&amp;dq=railway&amp;hl=en</a>
16/06/1928	Carling Avenue	0	1	At 17:20, skew, trees.
25/07/1928	Sand Point	2	5	<a href="http://news.google.ca/newspapers?id=XfEuAAAIBAJ&amp;sjid=pdfFAAAAIBAJ&amp;pg=6274,2624402&amp;dq=railway++train++railroad&amp;hl=en">http://news.google.ca/newspapers?id=XfEuAAAIBAJ&amp;sjid=pdfFAAAAIBAJ&amp;pg=6274,2624402&amp;dq=railway++train++railroad&amp;hl=en</a> <a href="http://news.google.ca/newspapers?id=VfEuAAAIBAJ&amp;sjid=pdfFAAAAIBAJ&amp;pg=4129,2779471&amp;dq=railway++train++railroad&amp;hl=en">http://news.google.ca/newspapers?id=VfEuAAAIBAJ&amp;sjid=pdfFAAAAIBAJ&amp;pg=4129,2779471&amp;dq=railway++train++railroad&amp;hl=en</a> <a href="http://news.google.ca/newspapers?id=V_EuAAAIBAJ&amp;sjid=pdfFAAAAIBAJ&amp;pg=6695,3385645&amp;dq=railway++train++railroad&amp;hl=en">http://news.google.ca/newspapers?id=V_EuAAAIBAJ&amp;sjid=pdfFAAAAIBAJ&amp;pg=6695,3385645&amp;dq=railway++train++railroad&amp;hl=en</a>
13/09/1928	McGill Street	1	0	Drove auto on to track in front of approaching train; auto stopped in centre of rails and was struck by engine. Driver received fatal injuries.
30/10/1928	Montcalme Street	0	0	When gates were down, auto passed other cars standing clear and ran through northeast gate and into side of engine 2217. Auto damaged and end broken off gate.
07/01/1929	Highway 2	0	1	At 07:50, one mile north of Cornwall at gated crossing.
03/05/1929	Prince of Wales Highway	0	1	At 09:30, trees.
04/05/1929	Glen Tay	1	0	Drove auto up on private crossing apparently without looking for approaching passing train which was in sight before he opened gate. Was struck and killed.

Date	Location	Killed	Injured	Details
04/06/1929	Highway 43	4	1	
05/06/1929	Prince of Wales Highway	1	0	At 09:10, carelessness.
25/06/1929	Alexandria	0	14	
29/07/1929		0	1	At mile 43.
27/08/1929	Pembroke	0	1	
25/09/1929	Kingston Junction	0	4	
01/10/1929	Queen Street	0	1	Report of Inspector Hudson of accident at 02:10. Yard engine 7135 was passing over Queen Street crossing with 12 cars at about 3 mph when a Whippet coach auto crashed through the gates and hit the side of the train. Passenger was slightly injured. Driver was sentenced to 7 days for driving a car while under the influence of liquor. RG 46 vol. 1498 case 3050
01/10/1929	Queen Street	0	1	At 02:10, carelessness at gated crossing.
06/11/1929	Carling Avenue	0	1	At 14:40, carelessness, buildings, trees.
22/11/1929	Gladstone Avenue	0	2	At 22:45, buildings, sidings.
25/12/1929		0	2	
11/01/1930	St. Hyacinthe Street	0	1	At 15:55.
25/05/1930	Deschene	0	1	
13/06/1930	St. Hyacinthe Street	0	1	At 15:55, cyclist.
29/08/1930	Pembroke	1	3	
14/10/1930	Sharbot Lake	0	1	
21/10/1930	Crossing 40	1	0	At 08:30, 3rd crossing south of Embrun station, automobile.
17/11/1930	Ottawa West	0	1	Engine at coal chute, engine moved, caught leg between apron and overhang of cab.
03/12/1930	Hinchey Avenue	0	1	At 10:18, automobile, buildings.
08/02/1931	St. Hyacinthe Street	3	2	At 13:22, buildings.
24/04/1931	Carling Avenue	0	1	At 08:20, skew.
26/04/1931	Bronson Avenue	0	2	At 21:25
23/07/1931	Nepean Yard	0	1	At 01:45, Booth's Nepean Yard, Merivale Road.
15/08/1931	Kingston	0	1	
24/09/1931	Richmond Road	0	7	At 12:00 am, Bells Corners, Richmond Road.
19/11/1931	Booth, J.R. siding	0	1	At 07:25, Booth's Yard, Bridge Street, Ottawa.
07/12/1931	Hinchey Avenue	0	1	At 10:20, buildings.
11/12/1931	Ottawa	0	12	
26/12/1931	Gladstone Avenue	0	4	At 00:15.
25/01/1932	Montclair Boulevard	0	1	At 09:22.
07/04/1932	Crossing	0	1	At 09:30, .7 mile north of Ellwood station.
10/05/1932	Victoria Avenue	0	0	A milk truck coming from the east and crossing to the north side on Victoria Avenue was struck by a passenger train from the west. The truck was destroyed but the driver was not seriously injured. RG 46 vol 1477 file 16661
12/05/1932	Pembroke	0	1	
31/05/1932	Highway 16	0	2	At 20:17, crossing .8 mile north of Bedell Station.
05/07/1932		0	1	
20/08/1932	Booth Street	0	1	At 15:40.

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
09/09/1932	Brockville	0	1	Engine struck caboose, in which he was riding.
23/09/1932	Bronson Avenue	0	1	At 22:50.
26/11/1932	Booth Street	0	1	At 17:32.
31/12/1932	Parkdale Avenue	1	0	At 11:08.
08/01/1933	Calumet	0	19	
29/06/1933	Brockville	0	1	Manitoba Yard.
16/11/1933	St. Redempteur Street	0	3	At 21:34.
16/11/1933	St. Redempteur Street	0	1	At 15:06.
25/11/1933	Smiths Falls	0	1	Cleaning ashpan, block fell from underneath lever of same.
08/12/1933	Montcalme Street	0	1	At 22:35.
25/02/1934	Tichborne	0	1	Assisting fireman to take coal at chute, caught foot between side of coal box on tender and chute.
02/06/1934	Brockville	0	2	Manitoba Yard.
08/09/1934	Kingston	0	1	Leading crank pin hot on engine.
27/09/1934	St. Redempteur Street	0	1	At 16:16.
11/10/1934	Glen Tay	0	1	Shaker bar slipped off.
13/11/1934	Russell Road	1	0	At 08:35.
22/11/1934	St. Redempteur Street	1	0	At 06:05.
16/01/1935	Bayview Road	0	1	At 15:30.
04/03/1935	Brent	0	1	
16/06/1935	Montclair Boulevard	0	2	At 19:55.
03/07/1935	Russell Road	0	1	At 07:30.
12/08/1935	Deschene	1	8	At 15:40.
11/12/1935	Jeanie Street	3	0	At 13:20.
04/08/1936	Crossing	0	1	At 12:06.
14/10/1936	Montclair Boulevard	0	2	At 20:40.
02/05/1937	Point Fortune	0	4	
02/06/1937	Maxville	0	5	
19/06/1937	Bridge Street	3	1	At 15:35.
05/07/1937	Carling Avenue	0	2	At 23:55.
27/10/1937	Renfrew	0	1	
10/05/1938	Greenbank Road	0	2	At 17:25.
10/09/1938	Hurdman Road	0	2	At 10:50.
14/10/1938	McGee Street	1	1	At 13:50. McGee Street, Westboro.
22/12/1938	Strathcona Avenue	0	1	At 13:46. Strathcona Avenue, Westboro.
08/04/1939		0	2	Rear end collision Kingston sub. mile 92.57.
07/06/1939	Aylmer Road/Tache Blvd	0	3	At 16:50.
02/01/1940	Gladstone Avenue	0	1	At 01:50.
08/01/1940	Prince of Wales Drive	0	11	Train hit bus at 17:55.
18/02/1940	Innes Road	2	0	Truck/train collision between Hurdman and Blackburn station at 11:20.

Date	Location	Killed	Injured	Details
24/02/1940	Cobden	1	0	Aloysius Ryan, accompanied by R. MacLeod and J. Daigneault boarded no 2 at Pembroke and were riding between engine and baggage car.. All jumped off at Cobden - the train had slowed to 2 or 3 mph. Ruan failed to jump clear and was fataly injured. RG 46 C-II-1 vol 1563 f 22338.516
12/07/1940	Ottawa West	0	1	Collision in yard.
26/08/1940	Templeton	0	3	Deraolment caused by broken rail on north side of track due to several transverse fissures.
30/09/1940	Lyn Junction	0	1	Car split switch points and derailed during running switch movement at Lyn Junction mile 128.64.
25/10/1940		1	0	Hull Electric Railway crossing accident at first crossing west of Montcalme Street, near Front Street at 22:55.
06/11/1940	Bank Street	0	2	Crossing collision with automobile at 23:00.
11/02/1941	Glen Tay	0	3	
31/03/1941	Inkerman	3	3	A broken axle on a freight car caused a derailment. The Perth local, with 2658, ran into the wreckage. Branchline article by Duncan duFresne based on Winchester Press and Ottawa Journal. Branchline December 2001
03/12/1941	Hurdman	1	47	Derailment on curve at Hurdman on loop track connecting Prescott and M&O sub. Presume this should be Sussex Street sub. Hurdman_1941_Wreck.jpg <a href="http://news.google.ca/newspapers?id=QfcuAAAIBAJ&amp;sjid=s9sFAAAAIBAJ&amp;pg=2040,623392&amp;dq=hurdman+railway+accident&amp;hl=en">http://news.google.ca/newspapers?id=QfcuAAAIBAJ&amp;sjid=s9sFAAAAIBAJ&amp;pg=2040,623392&amp;dq=hurdman+railway+accident&amp;hl=en</a>
24/08/1942	Black River	0	0	Man was uninjured when struck by a mixed freight passenger train. Note NYC did not report any mixed trains running in 1942.
27/12/1942	Almonte	35	207	Passenger extra 2802 collided with the rear end of first class train 550 while the latter was standing in Almonte station. See J.O.R&R pp. 479-483, 17 Feb 1943. Also see RG 12 vol 610 file 3202-7 - many press reports. RG 46 c II-1 vol 1823 file 39537.43
21/12/1944	Casselman	0	0	Two freight trains, rear end collision, involving CNR 6218. Glengarry News 22 Dec 1944
12/02/1945	Montclair Boulevard	0	1	Collision with a taxi at 06:20.
12/03/1945	Carleton Place	0	16	Collision with cars account open switch.
26/04/1945	Aylmer	0	1	Rear end collision at Aylmer, Main Street.
07/07/1945	Russell Road	0	1	At 13:20.
25/07/1945	Echo Drive	0	1	At 04:58.
22/09/1945	Moose Creek	0	1	Load shifting at m. 97.
06/10/1945	Main Street, Chesterville	6	0	At 02:55 - bell & wig wag.
08/10/1945	Petawawa wye	3	2	At 19:50.
10/10/1945	Montclair Boulevard	1	0	Collision with motorcycle at 19:22.
31/10/1945	St. Eugene Street	0	4	At 23:20.
20/11/1945	St. Redempteur Street	0	1	At 09:15 - unprotected.
24/11/1945	Ormond Street	3	0	At 21:33, lightning flash.
08/12/1945	St. Redempteur Street	0	6	At 02:00 - unprotected.
15/01/1946	Carling Avenue	0	1	Collision with a bus at 09:15, single bell and wig wag.
02/02/1946	St. Hyacinthe Street	0	5	Collision with a bus at 11:25, bell.
04/02/1946	Russell Road	1	0	Collision with a truck at 16:15, unprotected.
23/03/1946	St. Hyacinthe Street	1	1	At 22:32, bell.
16/04/1946	Clyde Avenue	0	1	At 15:15, unprotected.

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
18/04/1946	Montclair Boulevard	0	4	At 01:35, unprotected.
30/04/1946	Renfrew	0	9	Collision in yard.
02/07/1946	Aylmer Road/Tache Blvd	0	5	At 21:55, unprotected.
19/10/1946	Caledonia Springs	0	13	Derailment caused by a broken rail at mile 41.
16/11/1946	Woodroffe Avenue	0	1	First east of Merivale, m. 3.04 at 20:30, unprotected.
13/12/1946	Aylmer Road/Tache Blvd	0	1	At 21:40, bell and wigwag.
26/12/1946	Main Street, Aylmer	0	2	At 16:10, unprotected.
10/01/1947	Brockville	0	13	Derailment in Manitoba Yard, break in wheel band of passenger car.
12/01/1947	Pembroke Junction	0	3	Half mile west of Pembroke Junction.
23/06/1947	Highway 17	0	1	March Road at 17:30, lights and bell.
16/08/1947	Aylmer Road/Tache Blvd	0	4	At 16:10, bell and wigwag.
17/08/1947		1	0	Pedestrian fatality at Billings Bridge, m. 4.47, Hurdman sub. at 06:40, unprotected.
17/10/1947	Echo Drive	0	1	At 19:00, watchman.
21/10/1947	Crossing	2	0	At 17:15, unprotected.
14/11/1947	Heron Road	0	1	Collision with a truck at 07:08, unprotected.
28/01/1948	Smyth Road	0	2	Collison with a taxi at Smith Side Road, Hurdman sub, mile 1.72. unprotected.
14/02/1948	Russell Road	0	3	At 21:15, unprotected.
22/02/1948	Bank Street	0	2	At Metcalfe Road, 23:13, unprotected.
07/05/1948	Prescott Junction	0	2	Broken rail.
29/05/1948	Walkley Road	1	0	At mile 4.26, Walkley Road, Ottawa Terminals, at 05:53, unprotected.
10/06/1948	Pinecrest Avenue	0	1	At 07:15, unprotected.
28/06/1948	Bayview Road	0	1	Collision with a bicycle at 19:45, unprotected.
08/07/1948	Cornwall	0	2	<p>Train crew was shunting cars in the CPR yard about a quarter of a mile or more east from Pitt Street. The locomotive, CPR #853, was moving towards Pitt Street tender ahead with nine cars behind it, coupled onto the head end of the locomotive. A car which had been placed on a yard track, without brakes set, started to move down the track on a slight grade and side swiped the engine hauling the nine cars. It side swiped on the right side and broke the piping and instruments in the cab. The crew could not then shut off the steam or set the brakes and had to get off the engine on account of escaping steam. The engine and train, crewless, then kept on going down the track for a quarter of a mile to Pitt Street and started around the 50 degree curve connection to the street railway tracks on Pitt Street. The locomotive could not make the curve and crossed the street on the pavement and upset. It broke two trucks and a private car, damaged a house principally by smoke, injured two people slightly, and broke up 50 feet of sidewalk. A truck getting under the tender probably upset the locomotive.</p> <p>The nine cars made the curve, went down Pitt Street on the electric tracks to a switch to a passing track and all derailed.</p> <p>There was a sliding derail operated from a switchstand about 100 feet east of Pitt Street. It was not set to derail the train and it is never set to derail cars getting loose on to Pitt Street. It is locked with a CPR switch key and works alright.</p> <p>RG 46 vol 1566 file 22902.12</p>
06/08/1948	Richmond Road	0	1	At 20:10, unprotected.
13/12/1948	Parkdale Avenue	0	3	Collision with truck at 17:18, unprotected.
19/12/1948	Main Street, Masson	0	1	Collision with truck at 07:47, flashing light and bell.
06/02/1949	Cornwall	0	18	Collision in yard.
16/02/1949	Rochester Street	0	1	Collision with truck at 10:50, single bell and wigwag.
19/02/1949	Parkdale Avenue	0	1	Collision with truck at 07:53, unprotected.

<b>Date</b>	<b>Location</b>	<b>Killed</b>	<b>Injured</b>	<b>Details</b>
06/03/1949	Pembroke Junction	0	2	300' west of interchange track.
18/04/1949	Aylmer Road/Tache Blvd	0	2	At 23:30, single bell and wigwag.
24/04/1949	Wilson Street	3	0	Collison with truck at 18:08, double bell and wigwags.
02/08/1949	River Road	0	4	Collision with truck at 23:00, unprotected
19/09/1949	Dollard Street	1	0	Pedestrian at 18:55, unprotected.
13/11/1950	Crossing 24	1	0	13 year old girl, passenger in truck was killed by passenger train running south.
20/01/1951	Westboro	1	30	CP train No. 8, "The Dominion" hauled by 2821 hit a coal truck, owned by Independent Coal and Lumber, at Churchill Avenue and ran into the siding of the Cummings Coal Company.
03/12/1952	Swan	0	0	Crown sheet damaged due to low water, locomotive CP 1231.
12/09/1956	Cornwall	1	0	Hydro project worker was killed by a freight train.
28/02/1957	Bells Corners			The Continental Limited hit a truck.
12/01/1959	Roosevelt Avenue	0	3	Train, locomotive #1420, struck auto at 18:30. RG 46 vol 1477 file 16661
20/10/1959	Roosevelt Avenue	0	2	Westward freight train, 8780-99-8481, struck 1947 panel truck which backed ove plank crossing over south rail and stalled. RG 46 vol 1447 file 16661
09/01/1960	Roosevelt Avenue	1	0	RDC train, 9609-9102, struck 1958 Pontiac. RG 46 vol 1447 file 16661
27/03/1968	Walkley Road	1	1	I found an article where CP #1 with lead unit 1400, hit a car at the Walkley Road level crossing east of Riverside Drive, killing a 2 year old girl when she was ejected from the vehicle; the mother had some injuries. I heard it on the radio and was heading west on Walkley at the time, so went to be a sidewalk superintendent. Took a picture of the unit with the car stuck to the front of the unit, but didn't know at the time that anyone had died. Bruce Chapman.
27/11/1982	Highway 16	0	0	Bridge was hit by a float carrying a backhoe. The driver left the scene but was later stopped by police. Railway traffic was halted and VIA trains rerouted until CN could inspect the damage. Damage was light and traffic was resumed after a 12 hour delay with a 10 mph slow order. The bottom flange of one girder required minor repairs. A short length of steel plate was bolted on to one girder with high strength steel bolts.