

Local Railway Items from Area Papers - 1924

18/01/1924 Eastern Ontario Review Kingston (CN)

A motor car took the C.N.R. track at Ste. Anne de Bellevue in the absence of the ferry and had nearly crossed the bridge when it became stalled and was abandoned. The license plate and all other marks of identification had been removed by the time that the discovery of the car was made. Fortunately it was seen by the driver of an approaching train before it ran into it.

19/01/1924 Ottawa Citizen Beachburg

TEDIUM OF JOURNEY RELIEVED BY RADIO

Trans-Canada Passengers on C.N.R. Express Enjoyment. (Special to The Citizen.) WINNIPEG, Jan. 18. Trans-Canada passengers arriving here tonight ott the first train coming west on the C. N. R. equipped with radio receiving apparatus expressed their keen enjoyment of the entertainment provided by radio on the long Journey. Concerts from Pittsburg. Chicago, Kansas City and many other points were heard with re-martfable clearness.

29/01/1924 Ottawa Citizen Beachburg Ottawa

BABY BORN ON TRAIN DOING FAIRLY WELL

Baby Skehan, the little mite of humanity who arrived on Sunday afternoon while its parents were journeying on the Continental Limited, No. 2 of the C. N. R., from their home in the Canadian West to Ottawa, was reported this morning to be doing fairly well at St. Luke's hospital. The little baby girl was conveyed with its mother by Woodburn's ambulance, on arrival at the Union Station. Mrs. Skehan was also said to be getting along splendidly.

The baby was born while the train was speeding along the stretch of the Vancouver to Montreal run between Smith's Falls and Ottawa. There was no doctor on the train, but a French lady volunteered to act as nurse and cared for the mother and child until arrival at Ottawa.

Mr. and Mr. E. Skehan were coming to Ottawa to visit Mr. Skehan' motherr .Mrs. J. Skehan. who lives at 184 Isabella street, and word was dispatched from the train to have it met by an ambulance.

30/01/1924 Ottawa Journal Alexandria Vars

TRAINS DELAYED

A west-bound freight train on the Ottawa-Montreal line, of the C.N R. had one car derailed as the result of a broken truck, at 6 p m. yesterday, about three miles east of Carlsbad Springs. Traffic on the line was tied up for an hour and three-quarters, the 7.30 train for Ottawa from Montreal not reaching the city until 8.45.

30/01/1924 Ottawa Citizen Alexandria

LINE BLOCKED BY DERAILED FREIGHT

Passengers from two Montreal- Ottawa trains coming to the city-last night, had to be transferred to and brought to the city on special trains, on account of the line being blocked by the derailment of carsof a freight train between Vars and Carlsbad Springs. . The derailment occurred early in the evening, so that passenger trains due here at 7.50 and at 10.05 were held up and passengers on them were transferred to trains sent from the city and brought to Central station. The line was cleared in time for the. Continental Limited, which was due here at 12.59 p.m. No one was injured In the accident

23/02/1924 Ottawa Citizen Carleton Place

TRAIN HELD UP BY DERAILED BOX CARS

On account of the derailment of two box cars on the C.P.R. Ottawa Carleton place line early last evening, just a short distance west of the Broad street station yards, the passenger train from Pembroke was unable to reach Central Station. ,The passengers disembarked at Parkdale avenue, and continued to their destination in the city via the street railway. Mail and baggage were also transferred to the station from Parkdale avenue. The derailment occurred when a train from Elwood [sic] was run onto the main line in order to back into the yards, and during the shunting operations, two of its cars left the rails. No one was injured.

THREE ENGINEMEN MEET DEATH WHEN C. N. R. PASSENGER TRAIN CRASHES INTO FREIGHT IN FOG

The Dead and the Injured Engineer Are All From Belleville, Ont. Accident Occurred Near Mallorytown Station. During Heavy Fog, and is Attributed to Lack of Precaution on Part of Engineer of Passenger Train, Who Had Been Advised of Presence of Freight Train in His Path Both Lines of Road Blocked by Wreck BROCKVILLE, Ont, Feb. 27 - When Canadian National passenger train No. 20 met in collision with manifest freight immediately east of Mallorytown station at four o'clock this morning, an engineer and fireman lost their lives, a fireman died shortly afterwards of injuries, and a third was seriously hurt, so gravely that his life is despaired of.

The dead are:

Neil A. Woodcock, Belleville, engineer on train No. 3501.

James A. Ritchie, Belleville, fire-man on train No. 20.

William C. Carrigan, Belleville, fireman on train No. 3501.

The injured:

Albert Boyes, Belleville, engineer on train No. 20. Not expected to recover.

Occurred In Heavy Fog.

The accident occurred in a heavy fog, but is attributed to lack of precaution on the part of Engineer Boyes, who is said to have been advised of the presence of the freight train in his path. Earlier in the night one of the cars on the freight train, which was originally also bound eastward, suffered a broken truck between Mallorytown and Lyn. and while repairs were being made the engine was detached and came to Brockville to replenish its supply of water and fuel. The return trip was made to Mallorytown and then down the eastbound track where the engine was attached to the rear end of its train. It was intended to convey it to Mallorytown. The train was moving westerly with the engine tender first when No. 20 travelling at high speed, emerged from the fog with such suddenness that the enginemmen had no chance of escape. Both engines were badly damaged and it was necessary to chop out the sides of the cabs to release the bodies of the dead employes.

Second Class Malls Burn.

The baggage car on No. 20 also caught fire and all second class mail were burnt. The lock bag mails were successfully removed. When news of the accident was flashed to Brockville a relief train was hastily despatched to the scene of the accident carrying Dr. T. F. Robertson, Dr. A. H. Judson, Dr. I. J. Williams, and six nurses, the Misses Hamilton, Drummond and Spence of general hospital staff, and the Misses Dillsbough, Johnston and Maloney, private nurses. This train returned from Mallorytown at o'clock, bringing to the general hospital Engineer Boyes, who is not expected to recover, and Fireman Carrigan, who later died. Coroner Dr. W. Fred Jackson, accompanied by Chief of Police William Burk and County Attorney Brown left at 9 o'clock for Mallorytown for the purpose of opening an inquest.

Both tracks of the main line were blocked by the accident, and it was impossible for members of the wrecking crews to approach the wreck for some time owing to the intense heat of the burning baggage car.

C.N.R. REPORT OF WRECK.

MONTREAL, Feb. 27 The following report was issued from Canadian National Railway headquarters this morning In reference to a wreck at Mallorytown, Ont.:

"At 4 o'clock this morning, at Mallorytown, Ont., train No. 20, eastbound from Toronto to Montreal, struck extra freight No. 3501, also eastbound, about 100 yards east of Mallorytown station. Engineer N. A. Woodcock, of the extra, and Fireman Ritchie, of the Toronto-Montreal train, were killed, and Engineer Albert Boyes, of No. 20. and Fireman William Carrigan, of the extra, were seriously injured. The wreckage of the two engines caught fire and also the storage mail car of No. 20. The fire was handled by the crew with the aid of fire extinguishers and snow, and the larger part of the contents of the mail car was salvaged.

"No passengers were injured, and those in the Pullmans were not disturbed. Dr. Hissell, of Mallorytown was on the scene immediately, rendering such assistance as possible, and a relief train was immediately sent from Brockville with three doctors and six nurses, and the two injured men were taken to the Brockville hospital. The freight had been delayed on account of an accident to a truck and had been split to permit repairs, the rear section being moved west by the engine under the charge of Engineer Woodcock and, was standing near the Mallorytown station at the time of the accident

"The cause of the accident is being investigated."

29/02/1924 *Ottawa Citizen**Kingston (CN)**Mallorytown*

ACCIDENTAL DEATH.

(Special to The Citizen.)

BROCKVILLE, Feb., 28. A verdict of accidental death was returned here today at an inquest into the deaths of the late William Kerrigan and Albert J. Boyes, who died at a local hospital from injuries received early Wednesday morning in a collision between a C. N. R. freight train and C. N. R. passenger train No. 20 at Mallorytown. An inquest into the deaths of the engine crew of the passenger train will be resumed on Wednesday next. Egbert Mallory of Mallorytown is given great praise by residents of that place for his efforts in releasing Engineer Boyes from his wrecked engine with fire raging on the mail car of the passenger train close by them.

03/03/1924 *Kingston Daily British Whi* *Winchester**Winchester*

Train Crashes Into Platform

Brockville, March 3.- Miss Clara Irving, Winchester, was badly bruised and cut, Mrs. F.J. Barlow, Chesterville bruised, and William Lloyd, C.P.R. operator, had his clothes badly torn, when an express train struck a milk loading platform at Winchester C.P.R. station and smashed it into kindling wood. The three persons were standing nearby and were struck by the debris.

06/03/1924 *Ottawa Citizen**Kingston (CN)**Mallorytown*

Inquest on wreck victims adjourned

BROCKVILLE, Ont., March The coroner's inquest was resumed here tonight into the deaths of Engineer Woodcock and Fireman Ritchie, two of the engine crew who, along with two companions, all of Belleville, lost their lives in the collision on the C.N. R. at Mallorytown last Wednesday. After considerable evidence, the hearing was again adjourned.

Only by means of observing signals set at Mallorytown could the engineer of train number 20, the passenger train, have been aware of the crippled freight train in its path, it was stated by E. O. Keeler, train despatcher on duty at Belleville. Nothing but clearance orders were issued to this train from the time it left Belleville, and merely a verbal order was communicated to the operator at Mallorytown to be given to number 20 in order that it might be switched to the opposite track. The Mallorytown operator had notified him that the freight train was fully protected by order board, semaphore and flagman, and although witness knew of the existence of fog, he took no extra precaution because he expected that the main line would be clear before number 20 reached Mallorytown. Reliance was placed wholly upon the ability of the engineer and fireman on the train to observe the signals, and no other precaution was taken.

FIND FATAL WRECK LARGELY DUE TO FOG

Greater Precautions Needed, Says Jury Investigating Mallorytown Accident.

BROCKVILLE. Ont., March 14. The coroner's jury investigating the cause of the recent fatal wreck on the C.N.R., near Mallorytown, at 12.30 this morning, returned a verdict that death of the victims was accidental, largely through the extraordinary condition of the weather. In view of this, in addition to a disabled freight train blocking the track ahead of No. 20. greater precautions for the safety of the lives involved should have been taken by those in positions of responsibility, it was stated in a rider.

Got No Signals.

"I didn't get any signals." was the statement of Albert J. Boyes, engineer on the ill-fated number twenty C.N.R. passenger train that collided with freight train No. 430 at Mallorytown early on the morning of February 27, to Dr. E. S. Bissell, of Mallorytown. shortly after he had been released from his engine, and who later succumbed to his injuries in hospital here. Others who lost their lives in the mishap were Neil Woodcock and W. C. Kerrigan, engineer and fireman of the freight train, and James D. Ritchie, who was fireman on the passenger engine with Boyes.

K. O. Keeler, of Belleville, despatcher on duty, was recalled, and said that train No. 20 had made up five minutes' time between Gananoque Junction and Mallorytown. travelling at an average speed of more than a mile a minute. If Engineer Boyes had been unable to see the signals, he should in any case have stopped, he stated.

James A. Beckstead, of Montreal, conductor of the twenty, learned at Belleville of the derailment of the freight train at Mallorytown, and he advised Engineer Boyes of this condition, with the further statement that it was expected the line would be clear in time. He received the same information from the operator at Kingston Junction. He heard no torpedoes explode, saw no flare, and the first intimation he had of anything wrong was when the collision occurred.

All of the witnesses agreed that a heavy fog prevailed on the morning in question.

Not one of the numerous railwaymen examined either heard torpedoes exploding or saw flares burning.

Motor Owner loses case against C.N.R.

Jury Finds Company Had Not Been Negligent in Accident to R. B. Smith's Car.

Holding that the Canadian National Railway had not been negligent in the operation of its train, which on July 22nd last crashed into a motor car on the level crossing at Bayswater avenue, a Carleton county jury at one o'clock today, dismissed the action which had been brought by Mr. Richard B. Smith, owner of the motor car. against the C.N. R. for \$5,000 damages.

On behalf of Mr. Smith it was claimed that a hedge situated on the company's right of way had obscured a view of the track, and the driver of the car had not heard the bell of the engine ringing.

For the C.N.R., it was testified that the members of the engine crew had not seen the motor car until it appeared on the track a few feet ahead of the train. It was also contended that both the bell and the whistle of the engine had been sounded before the crossing was reached.

Almonte is worked up over a proposal by the C.P.R. to close up a crossing from Union St. to Nicholson Street, much used especially by the employees of the Rosamond Mills. This crossing is not regarded really as a dangerous one. Approaching trains can be seen when they are a considerable distance away. The crossing has been in use for half a century.

Special trains of immigrants have recently carried lunch counter cars similar to those on harvesters' trains last summer. It is understood that the Canadian Pacific have inaugurated this as a feature of all long distance immigrant trains, thus doing away with the necessity of newcomers providing their own food or using station lunch counters en route.

Box Car Off Track.

The C.P.R. Gatineau train. No. 536. due to arrive in Ottawa at 5.50 p.m. was an hour and a half late last night, the delay being caused by a box car on an extra outward bound freight train jumping the rails at a curve about 16 1-2 miles from Ottawa and just this side of Farm Point station. Nobody was hurt. A breakdown gang was sent from Ottawa immediately and succeeded in replacing the car on the track to allow of the Ottawa bound, train passing. No. 536 reached Ottawa, at 7.20 p.m.

LANDSLIDE BLOCKED GATINEAU RY. LINE

Special Train Brought In Part of Incoming Passengers. Others In on Regular at 2.45 a.m.

A washout of a section of the roadbed of the C.P.R., Gatineau line, following a landslide, resulted in more than one hundred passengers on the incoming Gatineau train, which was due to arrive at the Union station at 9.15 last night having to remain at Kirks Kerry, and other points between Chelsea and Tenaga, and, about fifty others arriving in the city by a special train at one o'clock this morning.

In addition to the passengers who came in by the C.P.R., Special, many others who tramped more than two miles into Chelsea engaged taxicabs to bring them to the city. The regular train, which was blocked by the landslide and washout, stayed on a siding at Kirks Ferry. Some of the passengers slept on the stalled train, which reached the city early this morning when the line was repaired.

The landslide, which occurred about two and a half miles north of Chelsea station, and some distance south of Tenaga station, occurred some time after four o'clock yesterday afternoon, and after the slide had taken place a mountain stream poured down and undermined and washed out a section of the roadbed.

Track Undermined.

The landslide effectually blocked the track for about twenty-five feet, in some places being from one to two feet in height, and covering the tracks with earth, rock, and gravel. After the slide had been removed by section men it was found that the roadbed had been undermined by the water and it was considered unsafe to attempt to take the train over it.

Advised by long distance telephone of the slide, the C.P.R. sent up a snow plow to clear the tracks, but this effort failed. Later a special train was made up and sent to Chelsea, which place it left shortly after midnight, reaching Ottawa at one a.m. today.

When the regular train was blocked the passengers decided for themselves whether or not they would remain on the regular train and go back to Tenaga and Kirks Ferry, or face the two mile walk through the rain, to reach Chelsea. Aided by flashlights which some of the party fortunately carried, and with only a few umbrellas to keep off the elements, a party of about fifty made the trip toward Chelsea, and boarded the special. Others not caring to wait for the departure of the special, telephoned to the city and had motor cars go to meet them.

Anxiety In City.

Passengers on the stalled train became anxious as it was seen that the repairing of the roadbed would take some hours, and had considerable difficulty in advising relatives in the city as to their plight, so that there was considerable anxiety for a time as to what had happened them.

The passengers who did not care to face the two-mile walk along the tracks to Chelsea, either slept aboard the regular train or found shelter in farm houses, or at the hotel at Kirk's Ferry.

The landslide and the washout is stated to have been due to the rainfall of Saturday night and yesterday.

Train Was Held.

At the C. P. R. offices this morning, it was stated that the landslide and the washout had first been detected by members of the section gang in the regular performance of their duty and word was sent ahead to hold the train at Kirk's Ferry. The stalled train was In charge of Englneer G. O'Leary and Conductor D. Woolley, both of Ottawa.

At 2 o'clock this morning the local offices or the C. P. R. announced that the track had been cleared of obstructions, the washout repairs. The stalled train reached Ottawa at 2.45 a.m. It was also further announced that the regular train schedule would be in operation today.

18/04/1924 Eastern Ontario Review

Montreal and Ottawa

Bourget

Quite a lot of pork and veal was shipped from Bourget station on Monday morning

13/05/1924 Ottawa Citizen

Chalk River

Payne

FALLS FROM TRAIN, IS PICKED UP DEAD

RENFREW. Ont.. Mav 13. Mr. James Steel, travelling from a station in Saskatchewan to Glasgow, Scotland, while walking from one coach to another about 3.50 a.m., fell out one of the open doors. The brakeman noticed him and tried to catch him, but the fatal accident happened so quickly he was unable to do anything. The train was travelling at a fast rate and, of course, the fall was fatal. The train backed up, but by the time the trainmen reached Mr. Steel, he was dead. The accident happened at a junction named Payne, about 2 miles from Renfrew. The train was going around a sharp curve at a fast rate of speed and it is believed it threw him off his balance.

An inquest was held this morning and adjourned at 1.15 p.m. until Friday evening at 8 o'clock. At the time of writing very little information is known about Mr. Steel.

TWO PERSONS IN AMAZING ESCAPES WHEN C.N.R. TRAIN HIT MOTOR TRUCK Mr. and Mrs. T. Hill Hurlled to Safety When Machine Struck by Passenger Train at Rochester Street Crossing. Driver Failed to See Oncoming Train or Hear the Warning Signals.

When the motor truck in which they were driving, was demolished, when struck by a west-bound passenger train at the C.N.R. Rochester street crossing on Saturday evening. Thomas Hill, Currell avenue, Westboro. miraculously escaped with scalp wounds and his wife uninjured, though both were badly shaken up. It was estimated that the train was travelling between 15 and 20 miles an hour.

Residents in the vicinity of the mishap are amazed at the escape of the two occupants of the truck. As the accident happened during the supper hour most nearby residents were inside their homes at the time when they were suddenly aroused, by the loud report of a collision. The noise of the collision was made still greater by the fact that the truck carried a 300 gallon tank for carrying oil, which was about a third full. Rushing from their homes they noticed the Canadian National Pembroke-Ottawa train being quickly brought to a stop and a man and woman walking out of cloud of dust, which surrounded the railway crossing.

The man was suffering from cuts on the forehead while the woman was in an extremely nervous condition, and they were taken to a nearby residence and Dr. A. S. McElroy was called. The doctor put two stitches in Mr. Hill's forehead and examined the two for other injuries, after which they were taken to their homes in a motor car by the police from number two station.

Smashed in Pieces.

The truck was badly smashed and pieces of it were scattered all around the crossing, while the oil tank, which it carried, was dragged along on the fender of the locomotive a distance of about 75 yards after which it rolled down an embankment from the railway track close to the Export Lumber Company fence. A hose carried on the truck for unloading oil was taken off the fender of the locomotive when the latter had reached the trestle over Preston street. About 75 gallons of gasoline and about 60 gallons of coal oil, which was in different compartments of the tank on the truck was spilled along the railway tracks.

When seen at their home last night Mr. and Mrs. Hill were still wondering how they came through the accident with so little injury. Mr. Hill was lying down but his wife was as usual attending to her household duties. Both complained of being stiff and sore from the jolting they had received when thrown from the truck, while Mr. Hill's head was bandaged up. Both had visitors during the day congratulating them on their escape

Didn't See Train.

When asked by The Citizen man, who visited his home as to what happened Mr. Hill smilingly answered he didn't know. He said that he was driving an oil truck owned by the Capital Oil Products Company south on Rochester street at a slow rate of speed and on approaching the C.N.R. railway tracks slowed up the truck and looked up the track but could see no train, hear no whistle nor the ringing of the electric bell at the crossing and so continued on.

The next thing he and his wife remembered was when they picked themselves up out of this dust on the road and noticed a passenger train to the west of the crossing. Both spoke highly of the attention rendered them by residents of the neighborhood and by the officers from number two police station.

Though he could not say definitely Mr. Hill thought that the train struck the rear part of his truck, throwing his wife out the door at the side and himself out through the windshield. This is the only cause he could attribute to his head wounds. When thrown out Mr. Hill, who weighs about two hundred pounds, still gripped the steering wheel of the truck.

Official Report.

The train was in charge of Conductor John Marsh, 65 Aylmer avenue, and Engineer Hiram. Brown, 19 Echo Drive. These along with other members of the crew remained in Pembroke over the week-end and could not be got in touch with. However, on Saturday night a report of the occurrence was wired back to the superintendent's office here.

At the CN R. office it was stated that the train which left the Union Station at 4.30 o'clock (Standard Time), struck and badly damaged a motor truck and in the collision the driver of the truck was slightly injured while a woman who was with him escaped uninjured. It was stated that the engineer had sounded the whistle of the locomotive while approaching this crossing, and the locomotive bell was also ringing as well as the electric bell at the crossing. No mention was made of the train crew seeing the truck before the accident.

Residents in this vicinity of the mishap also told The Citizen that they had heard the bell ringing at the crossing previous to the approach of the train while some also told of hearing the engine's whistle giving two loud blasts when it was over a block away- from the crossing.

06/06/1924 *Eastern Ontario Review*

Chalk River

Payne

James Steel, travelling from a point in Saskatchewan to Glasgow, Scotland, fell off a C.P.R. train as it rounded a curve at a junction named Payne, about two miles from Renfrew, on Sunday morning and was killed. The man was standing at the open door and lost his balance as the train lurched in rounding the curve. Little is known of the traveller.

09/06/1924 *Ottawa Citizen*

Carleton Place

Ottawa Union

ARNPRIOR RESIDENT HURT IN COLLISION

Mrs. S. R. Rudd in Hospital and Walter Ferguson Under Arrest.

Mrs. S. R. Rudd, Arnprior, Ont., is a patient in the Protestant General Hospital, Rideau street, with a broken knee cap, while Walter Ferguson was placed under arrest following an accident which occurred near Galetta, Ont, about eight o'clock on Saturday evening. Ferguson was arrested on the C.P.R. Soo train at Union Station at six o'clock Sunday morning following the reception of a telegram by the local police

Mr. and Mrs. Rudd driving in a Hupmobile coupe were on their way from Norway Bay, Que., to Arnprior, and were travelling by way of Quyon and Fitzroy Harbor. When about a mile from Galetta an Overland car driven by Walter Ferguson, who was accompanied by his father, Duncan Ferguson, approached the Rudd car, and the driver, who was, it is thought, contused by the glare or the headlights of the Rudd car, collided head on with it.

Mr. Rudd escaped injury, while Mr. Duncan Ferguson, was cut about the head by flying glass. Mr. and Mrs. Rudd were taken to Arnprior in a passing auto, and Mrs. Rudd was brought to Ottawa on Sunday morning.

13/06/1924 *Eastern Ontario Review*

Other

Something new in the way of equipment is the new storage battery car now operating over the Canadian Pacific lines between Galt and Hamilton. The car attains a speed of 35 miles per hour and makes two trips per day in each direction. It has three compartments, general, passenger, smoking and baggage, is of all steel construction and will accommodate 50 passengers. The service is reported to be giving every satisfaction to the people of the district.

28/06/1924 *Ottawa Journal*

Beachburg

Norway Bay

CNR had a huge picnic for its Ottawa area employees at Norway Bay. First train was to leave Ottawa at 0800 with 14 cars handling 1200 people; then at 1230, there would be another train of 15 cars for 1700 people.

07/07/1924 *Ottawa Citizen*

Alexandria

Ottawa Union

Porter Falls Off Car.

Bert Robinson, 152 Jarvia street. Toronto, porter on the Ottawa-Toronto C.N.R. train service who was yesterday injured in the Central station yards when he fell off his train and was dragged a considerable distance, is recovering from his injuries. He spent a good night at St. Luke's hospital where his condition this morning was reported as being satisfactory. The car from which Robinson fell was being backed into the Central Station yard to be washed. The porter's uniform was badly cut. Following the accident he was rushed to St. Luke's hospital in Woodburn's ambulance where an X-ray examination showed that no bones were broken.

07/07/1924 Ottawa Citizen Kingston (CN) Prescott

Killed at Crossing.

PRESCOTT, Ont., July . Michael Manion, about 30 years of age, lock-master at the Cardinal locks was instantly killed last night when struck by a Canadian National freight train. He was returning from Prescott driving a horse and buggy and in crossing the track at Rooneys crossing about three miles east of Prescott on the Prescott-Ottawa highway the buggy was struck and it is presumed that Manion was instantly killed. He was unmarried and a veteran of the Great War.

09/07/1924 Ottawa Journal Ottawa Electric Ottawa Car

A note that the new streetcars for the Ottawa Electric Railway being built by the Ottawa Car Company would be ready from the builder in time for the Central Canada Exhibition the following month.

11/07/1924 Eastern Ontario Review Kingston (CN) Kingston

New engine arrives

Locomotives of the 6,000 mountain type class, built at Kingston for the Canadian National Railways are being delivered every second day on trial trips. The latest of the series to appear is No. 6018, equipped with the very latest improvements. Some of these locomotives are destined for service on the Atlantic Region of the National lines.

11/07/1924 Eastern Ontario Review Other

Mr. H.B. Spencer, for over forty years superintendent and assistant superintendent of the Ottawa division of the C.P.R. and one of the oldest railway workers in Canada, is retiring from the service at the end of the month. His successor has not yet been announced. Mr. Spencer's father was formerly a train conductor so that Mr. Spencer may be said to be born a railwayman. He was a brother of another distinguished railwayman, the late Charles Worthington Spencer, formerly of Montreal. Born at Oxford, Ont., on June 6, 1856 and educated there and in Ottawa, he entered the services of the Montreal Telegraph Company and Canadian Express Company in 1868, was later a telegraph operator on the G.T.R. and Brockville and Ottawa and Canada Central Railways. In 1882 he became chief train dispatcher and afterwards superintendent of the Eastern division of the C.P.R. from 1883 to 1896. In 1898 Mr. Spencer was appointed superintendent of the same division from which post he will retire at the end of June.

18/07/1924 Ottawa Citizen Winchester

BAD AUTO ACCIDENT NEAR ALEXANDRIA

ALEXANDRIA, Ont., July 17. Alex Emburg, 11 years of age, was instantly killed, his brother, Martin, 14, had both legs and one arm broken, and is in a critical condition. while Raymond Lefebvre sustained broken ribs and internal injuries when the automobile driven by the latter was struck by the west-bound Canadian Pacific train at a level crossing about three miles south of here today. The automobile was smashed to pieces.

21/07/1924 Ottawa Journal Waltham Deschenes

The nickel processing factory at Deschenes was closed today.

01/08/1924 Eastern Ontario Review L'Orignal Hawkesbury

Mr. Ernest Quesnel, employed as driver by Mr. X. Lamouroux, came near being killed on [illegible] last week. While standing in front of his team in Manson's Co. yard, a steam engine came along and the horses, being frightened, ran away, the heavy wagon passing over Mr. Quesnel's body. He was picked up and taken to Dr. Pattee's hospital where it was found he had one leg broken and three ribs broken. He is doing fairly well today.

01/08/1924 Ottawa Journal Beachburg Pembroke

A note that the CNR's battery-operator passenger car running to Pembroke from Ottawa would now leave Ottawa at 740am instead of 710am, meaning only a 30 minute turnaround at Pembroke before returning to Ottawa .

01/08/1924 Eastern Ontario Review Winchester

An automobile driven by Raymond Lefebvre, son of H. Lefebvre, merchant, Green Valley, while crossing the C.P.R. track at that point, was struck by a train and badly injured. Alex. Emburg, aged 11, was instantly killed and his brother, Martin, aged 14, had both legs and an arm broken, and was taken to Hotel Dieu, Cornwall

08/08/1924 Ottawa Citizen Montreal and Ottawa

CRASHES INTO POLE BUT AVOIDS TRAIN

Automobile Party Has Close Call at Railway Crossing.

Five residents of Fournierville, Ont., passengers in a motor car which was running west on the Montreal road, had a narrow escape from death a few minutes before one o'clock this afternoon, when they escaped being struck by a backing C.P.R. engine and cars by running the motor car into a telegraph pole.

The motor car, which was owned and driven by Mr. L. Lalonde, of Fournierville. was about to cross the C.P.R. tracks near Cummlngs' flour mill, when the driver noticed the backing-train which was almost upon the motor car. It was too late to stop so he swerved sharply and crashed into a telegraph pole. All of the passengers were shaken up but escaped without serious injury. The fender and mud guards of the car were smashed.

The train was in charge of Conductor A. Salmon, 3 Elm street, and Engineer Andrew Usher, 135 Irving avenue,

08/08/1924 Ottawa Citizen Ottawa Terminal Ottawa

RAILWAY ENGINEERS WILL MAKE REPORT

Canadian National Railways engi neers are coming to Ottawa early next week to look into the proposition for a tunnel for the railway terminals scheme.

Including the bridge to Hull.

PlanS For the project were outlined some time ago in the Town Planning commission by Mr. Noulan Cauchon, chairman, and it is now understnod that the C.N.R. is so interested that it has arranged to have its engineers come to Ottawa to study the situation and report. The bridge would give the C. N. R. a splendid access to the Hull industrial area.

The C.P.R. would also be interested in the project but as yet it has not arranged for an investigation into its possibilities.

29/08/1924 Eganville Leader Renfrew Caldwell

C.N.R. Station Burned

The C.N.R. station at Caldwell, eight miles east of Eganville, was burned yesterday afternoon, together with the freight shed. Most of the contents were saved. The fire started on the station platform, but had gained considerable headway before being discovered.

29/08/1924 Eastern Ontario Review L'Orignal Hawkesbury

the C.N.R. company requested us to state that trespassers on the bridge will hereafter be prosecuted according to law. So beware as they mean business.

06/09/1924 Ottawa Citizen

Ottawa and Prescott

Above is printed a picture of the first engine which ran on the Bytown ami Prescott Railway-(now C.P.R. Prescott branch) in 1854. This engine came from the Boston Locomotive Works. This old engine was an aristocrat in its day. It pulled the passenger trains. The man standing beside the engine is Robert Graham, the engineer. A brother of Robt. Graham was proprietor of the old Grand Union hotel the well known John Graham. The figure standing between the engine and tender is Mike Mahar, the fireman. The picture was taken in 1861 near the King street crossing in Lower Town. It was taken by G. W. Edmondson. The engine weighed between 30 and 35 tons. For the above picture the O.T..S. is indebted to Mr: J. E. Dolman. 78 Elm street.

26/09/1924 Eganville Leader

Chalk River

Chalk River

Steals Ride On C.P.R. Speeder, Meets Express Head-on

Pembroke, Sept. 18. Compelled to jump for his life from a speeder stolen from the C.P.R. was the experience of Henry Meccamanine of Montreal, who is to appear before Chief Magistrate Stewart on Saturday, charged with placing an obstacle on the railroad track and endangering the lives of passengers.

Meccamanine was arrested at Chalk River. He was identified by his coat, which was removed from the cowcatcher of engine No. 8 when the flier arrived at Chalk River station, following a collision with a speeder.

Meccamanine, giving his address as Montreal, was walking east on the ties a distance above Chalk River, when he borrowed a speeder which belonged to a sectionman. He folded his coat for a cushion and was proceeding on his eastward journey. Suddenly he found himself head-on with the Trans Canada flier, which was rounding a curve, and jumped for his life. The speeder was smashed to kindling. In the crash the man's coat became entangled in the cowcatcher, from which it was removed at Chalk River on the arrival of the train there. Some time later the traveller walked into Chalk River station and claimed the coat, whereupon he was immediately arrested and brought to Pembroke where he is awaiting trial on Saturday.

14/10/1924 Ottawa Citizen

Montreal and Ottawa

Vankleek Hill

MET DEATH WHILE WALKING ON TRACK

Swedish Mill-Hand Killed Near Vankleek Hill.

VANKLEEK HILL, Oct. 13. While walking tne C.P.R. tracks, about half a mile east of the Vankleek Hill station shortly before six o'clock this evening, Harry Holmen, aSwede, aged 29 years, was run over by Montreal-Ottawa train number S09 and instantly killed, while the body-was mangled beyond recognition. Identiitcatlon was made by a ring he carried on one of his fingers and a bunch of keys. He had been employed by the Riordon Pulp and Paper Companv at Hawkesbury.

The man had visited the Vankleek Hill C.P.R. station late in the afternoon and inquired about a train to Montreal, and was given the in formation that the train had left. From the station the man walked east along the railway tracks and met a section man who told him he had better take care as the train from Montreal was due.

But Holmen continued on down the tracks. He had got about, half a mile from the station when the train approached and ran him down.

Following; the accident the remains were gathered up and taken to A. D. McRae's undertaking parlors, where Coroner Kirby opened an inquest. This was adjourned until lFriday evening next. The funeral of the accident victim will be held Tuesday afternoon to Trinity church, Hawesbury, and to Hillside cemetery. The unfortunate man was unmarried, and as far as is known has no relatives in this country. He had been in Canada for the last eight months and had been employed with the Riordon Company at Hawkesbury since September 8.

The train was in charge of Engineer W m. Griffith and Conducor J. R. Hamilton, both of Ottawa.

18/10/1924 Ottawa Citizen

Montreal and Ottawa

Vankleek Hill

Killed on the Tracks

HAWKESBURT. Oct, 18 A verdict of accidental death with no blame attached to any one was returned last night by the jury at an inquest into the death of Harry Holmen, who was instantly killed by a train when walking on the C.P.R. tracks at Vankleek Hill last Monday evening. Coroner Kirby, M.D., of Hawkesbury, presided. Engineer William Griffith, of Ottawa, told of seeing the man walking on the tracks when his train was a hundred yards distant and blew the whistle but the man- took no heed. He applied the brakes but could not avoid striking him.

03/11/1924 Ottawa Citizen

Montreal and Ottawa

Hurdman Road

TAXI BUMPS INTO C.P.R. SOO TRAIN An auto owned by the Black and White Taxi and driven by Reginald McKee, ran into the side of the C.P.R. Sault train at the Hurdman road crossing about 11.15 o'clock last night. No one was injured, and the auto was slightly damaged while steps were broken from one of the coaches. The train was ten cars long and according to the CPR. the auto struck the ninth car.

28/11/1924 Ottawa Citizen

Carleton Place

Parkdale Avenue

A collision between a motor truck owned by Joseph A. Barrett, merchant, and a C.P.R. train, at the level crossing over the C.P.R. tracks at Parkdale avenue, on August 1 last, is the cause of litigation between the parties. The plaintiff claims that the accident was due to the negligence of the C.P.R. in, it is alleged, allowing its train to run in a reverse direction without having a lookout man at the end of it as required by the railway regulations. Barrett's truck was completely demolished, and he also claims that the train was backing at an unlawful rate of speed. He asks \$500 damages.

The C.P.R. sets up that the running of its train complied with all the regulations, and says It was not running at unlawful speed. It also claims that the accident was due to the negligence of the driver of the motor truck.

Anecdotes of Bytown - Prescott Railway;
 Secret trip of Whelan;
 Employees often given pay in I.O.U. form.

Road Was Often Hard Up, But the Working Staff "Stuck It Out." Little Stories About the Men Who Stood the Hardships of the Early Days. Interesting Incidents of History of Ottawa's First Railroad. A Fast Run,
 Here is a budget of bright anecdotes and facts about the early days of the Bytown and Prescott Railway and of the men who made it famous.

When the Bytown and Prescott Railway started operations in 1854, Ottawa's progress received an impetus second only to the effect of the selection of the city as the Capital of Canada.

Today the Bytown and Prescott Railway is merely the Prescott-Ottawa branch of the Canadian Pacific Railway and plays only a small part in either the business or travel of the city. The old road is only a sort of a side issue now, but it should be kept in kindly memory by the people of Ottawa for the part it played in the fifties and sixties in putting Ottawa in touch with the outside world.

Mr. J. E. Dolman, C.P.R. conductor and an enthusiastic O.T.S. reader, sends the Old Time Stuff a photograph of the first coal-burning engine used on the St. Lawrence and Ottawa (Bytown-Prescott) Railway and accompanies it with a letter full of interesting stories about the early days which will no doubt be read with great pleasure, not only by railroad men, but by all O.T.S. readers who are interested in the old road. .

Mr. Dolman writes:

First Coal Engine. The diamond stack engine burning coal (picture enclosed) was one of The early engines on the O. & P. Railway. This engine was built at the Kingston Locomotive Works in the sixties and was a wood burner. But about the year 1873 or 1874 Mr. Reynolds, manager of the St. Lawrence and Ottawa Railway, had the engine made over into a coal burner. The coal burning diamond stack was much smaller than the wood stack and; known as the real diamond stack. This engine ran until the road was taken over by the C.P.Ry. and than later on the C.P.Ry.

This engine was the first coal burner at Ottawa and was quite a sight around Sussex street in the early sixties, as everything else burned wood. This engine was the start of the black smoke.

Historic Picture.

The picture was taken at Kemptville in 1874. Engineer Frank Daniels is in the cab window; Fireman E. Murphy is sitting on tender box; Conductor Wm. Freeman is standing nearest to the engine on the platform. The man in the baggage car door is Jas. Wallace, train baggage man. The engine crew and conductor, later became C.P.R. men. All are, dead now. Wallace was pensioned by the C.P.R. about two years ago, being one of the oldest passenger conductors in Canada and well known to the traveling public between Ottawa and Montreal.

Daniels retired in the late '90's. Murphy ran for years on the C.P.R. One brother is still with the C.P.R. and is now general manager of the C.P.R. lines west of Fort William, or Western Lines. John Rosebrook was the trainman, now pensioned by the C.P.R.

Steamboat Express

The picture of the steamboat express (photo also enclosed by Mr. Dolman) was taken at Kemptville about the year 1879. The engine was a wood burner of the later type and was considered a great engine. It was built at Taunton, Mass.. in 1872 and was all covered with brass and beautifully painted and varnished, as all the engines were in those days. This engine was named Lucy Dalton.

The engineer standing between engine and tender is Geo. Wallace, who afterwards ran on the C.P.R. and is now dead.

Fireman Norman Bertrand is in the cab window; conductor, Con. O'Leary. They all become C.P.R. men. Wallace was a brother to Conductor J. Wallace, now pensioned, and one son is conductor on the C.P.R. at Ottawa at the present time. His father was roadmnster on the road coming from the Trunk in the '60's and was pensioned by the C.P.R. in 1900.

Pulled Royal Train.

The coal burning engine, the "Thos. Reynolds." pulled the royal train with the Marquis of Lome and party from Prescott Junction to Sussex steel station, Ottawa, on Monday, Dec. 2, 1878. The engineer was Michael Manion.

The engine was painted and varnished for the occasion, the sand box was painted like a checker board and the wheels red.

Manion also pulled the royal train over the road when our former Governor General, the Duke of Connaught, made his first visit to Ottawa in 1860. Michael Manion was one of the early engineers at Ottawa. He also pulled the train that carried Whelan over the road when he went up to Toronto for trial for the murder of Thomas D'Arcy McGee in 1868.

Carried Whelan.

The Whelnn trip was a very quiet affair. As they thought they might have some trouble, Manion was notified in the afternoon what time to be ready to start. He backed his enine across the bridge at King street from the roundhouse, which was then located opposite the nunnery. At night, with-

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(con)nections with the G.T.R. at Prescott Junction. Manion made the run with the Col. By to Prescott Junction in one hour and 30 minutes, stopping at Osgoode for wood and water. He ran passenger trains into Ottawa during the '60s and '70s till the year 1884.

When the Steamboat Express quit running he retired to yard service and was pensioned by the C.P.R. in 1911. He was presented with a silver cup in 1909 for being the oldest engineer in service on the C.P.R.

Hard Winter Work.

These old timers had some queer experiences getting trains over the road in winter, shoveling snow into tanks to make water and pumping up the boiler by hand as they had no injectors. Water was fed by pumps and the cabs on the engines were not protected like the present day engines. In the '60's they had to shovel the road by hand when they stalled between stations.

As to some of the early engineers who were on the road in the '50 s and '60's, Matt Kilpatrick was the first engineer (or driver as they were called then). Chas. Hastings, Wm. Champ, Lyman Loomis, Robert Wardrop, Michael Manion, Fred Lawrence, John Smith, Jas. Bird, John Horn, Jos. Chambers.

First Firemen.

Some of the first firemen who fired the first wood burners were: Michael McFaul, Jas. Rosebrook, Geo. Wilkinson, Jas. Daniels, Jno. Blacklock, John Dolman, Frank Daniels, and Bob Walsh, who afterwards became Major Walsh of the Northwest Mounted Police and was one of the first officers with the force. He established Fort Walsh, in southern Alberta, in the early '70's.

Of the first engineers only one is living, Robert Wardrop, who retired on pension in 1913 after fifty-four years of service. He is now living in Brockville and enjoying good health, being one of the oldest passenger engineers in Canada.

Engineers of Seventies.

Some of the engineers who ran on the road during the '70's were: Michael Manion, Lyman Loomis, Robert Wardrop, John Horn, Henry Smith, Bob Powell, Joe

Bird, Albert Bowen, Jno. Smith, John Dolman, Thos. O'Neil, Frank Daniels, Geo. and Thos. Brackenbury, Edward Miller, Hiram Loomis, Michael Wyms, Martin O'Neil.

Many of these old engineers remained with the road after the C.P.R. took it over. Daniels retired in 1897: Jno. Dolman is now pensioned by the C.P.R.; Henry Smith is still living and running a wheat farm near Winnipeg, Man. All the rest are dead except Wardrop.

Veterans of Road.

Many of the firemen of the '70 s are still living and running on the C.P.R. Some of them are: George Rosebrook, now the oldest passenger engineer on the C.P.R.; Chas. Aris, who was recently pensioned, was a passenger engineer who ran an engine during the construction of the C.P.R.; Geo. Walsh, brother of Major Walsh; Edward Murphy, Geo. Wallace, whose son is a C.P.R. conductor at Ottawa; Jack Wyms, Thos. Whitley, Pete Bertrand, Charlie Rosebrook. Norman Bertrand, Thos. O'Neil, Michael McFaul.

Old Engines.

The names of the old engines were: Ottawa, Oxford, St. Lawrence. The Chaudleie, which was brought out from England, was the first engine with a straight stack in Canada, but was changed on arrival to suit the style at that time. Others were the Lucy Dalton, Thos. Reynolds, Lady Lisgar, Joseph Robinson, Calvin Darne, New Oxford and Countess of Dufferlu. (This is not the Countess of Dufferin now in the park at Winnipeg.) The Bytown was changed to the Col. By. The name plate is now In the Bytown Museum.

Shopmen.

Some of the shopmen were: Joseph Kennedy, now living in Ottawa, who retired from the C.P.R. about two years ago and was well known for the fine work he did; Jas. Wardrop, J. Major, Andrew Bucham, R. Welsh and W. Ferguson.

Of the old conductors there were Con O'Leary, Jos. Bertrand, Wm. Freeman, T. O'Neil, M. Mulvihill, D. Horn. H. Powell, J. McCarthy, John Huntington. Alex. McCulloch, Hank Diamond. All are now dead except McCulloch.

Used Hand Brakes.

The old time brakeman stopped the trains with hand brakes in all kinds of weather. When he had to get out on top of the car on a freight train to put on the old hand brakes it was some job. Some of the brake-men were: John Rosebrook, Jns. Wallace, Robert McKee, all retired on pension. Wallace became one of oldest conductors on the C.P.R.

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used for ballasting in the swamps.

Old Time Carpenters.

Some of the old time carpenters were: Sam Dowsley, who afterwards became foreman. He was pensioned by the C.P.R. and is now dead; Chas. Bray, Ed. and John Pumble. These men were known for the fine work they turned out. Sam Dowsley, Wm. Wallace, D. Mills, Edward Aris was one of the early blacksmiths who was pensioned by the C.P.R. There were also R. Lantier, J. Robinson and A. Lalonde, Arthur Parker was one of the fancy painters, also Wm. Sharp. Parker remained till the C.P.R. time. Peter Allen was stationary engineer in the shop and is now pensioned by the C.P.R.; Harry Ranson, now living and pensioned by the C.P.R., Kingston, dead.

Repaired Own Cars.

The St. Lawrence and Ottawa Railway repaired all their own cars and built many of them. Some new box freight cars built in 1868 were 28 ft. x 9 ft. in size. The first sofa car was built at Ogdensburir, N.Y. The journals were 5x2 3-4 inches.

The first snow plow was built in Prescott in 1868, with journals 5x3. The first freight van was built in Ogdensburg in 1854. The plow and van were in existence when the C.P.R. took over the road. The St. L. & O. also built snow fences for use on the line.

Of the old time agents and operators there were: James Manion, who came on the road in March, 1855; John Clancy, who was agent at Kemptville in 1856, and Joseph Dubrule, whose son is now manager of the car and passenger ferry between Prescott and Ogdensburg; Fred Brady, R. Dowsley and T. N. Johnson, who remained till pensioned by the C.P.R.

O. S. Tenny was the train despatches

Some of the office staff at Sussex street, now living, who were on the road In the '60 s and '70's are: Robert K. Claire, retired and living in the city; J. P. McCarty, now in business in Prescott, one of the oldest tobacconists in Canada; J. Taylor and James Fairborn.

First Officials

The old officials and officers were: Robt. Bell, president; J. S. Archibald, vice-president; Thos. Reynolds, manager; J. Calvin Dame, mechanical superintendent. The early superintendents were: R. Hough, B. J. French. T. S. Detlor, H. Luttrell.

Some of the wood men were: Geo. Smith, Ed. Dixon, J. McCurry, Wm. Machie, Wm. Whalen and Thos. Machie, who cut and piled wood for the engines at 40 cents for cutting and piling a cord of wood.

Neal Carl, John Hons, Wm. Dulbeck and John Wardrop were watchmen. R. Connell, J. Furlong and Jacob Smith kept the engines cleaned.

In the '60's and early '70's the wages received were: Passenger engineers \$50 and \$55 a month; firemen \$30 and \$25; carpenters and mechanics 12 to 15c per hour. The pay roll for November, 1870. for the mechanical department and enginemen was \$2,107.

Given I.O.U.'S.

The men were partly paid and many I.O.U.'s were issued. In 1864 times were very hard and money was scarce, but most of the old men stayed on the road and stuck it out.

Year of Big Snow.

In the early '60 s and '70's they had a time to keep the road open on account of heavy storms. In the year 1869 the road was badly tied up. In February, 1869, the weather was very cold and it snowed from February 14th to the 27th every day, A train left Prescott on Wednesday, the 24th, and arrived in Ottawa on Friday. A train also left Prescott on Saturday morning and got to Ottawa Tuesday night, March 2, 1869. A train left Ottawa February 23 and arrived in Prescott on March 3rd. On March 4th two trains got buried at Gloucester. On March 10, 1869, another heavy storm completely tied up the road again.

Freight Trains Shipped.

In the enrly days freight cars coming to Ottawa from the G.T.R. had to be transhipped on account of the Grand Trunk being broad gauge and the Ottawa and Prescott standard gauge. The St. L. & O. built a change gauge car pit at Prescott Junction so the wheels could be moved on the axle to standard gauge. People could then get a car of foreign freight through to Ottawa without transhipping. In 1879 there was a shortage of coaches. During the exhibition they used flat cars with a railing nailed around and cedar boughs and cross seats of boards. Passengers sat in the open and caught the fine wood sparks from the wood burning engine. They let the people off at a small station called Exhibition Landing, just north of where Bank street now crosses the C.P.R. Sussex street branch.

Passengers Got Out.

In the early days an immigrant train stalled on Manotick hill. The rail was bad and the little engine couldn't pull the train, so the passengers all walked up, letting the engine pull the empty cars up the hill. In the early days the coaches were heated with box stoves and cordwood. In the middle '70s a passenger train got snowed in north of Spencerville and the coaches and engines were nearly out of wood. The passengers were starving and cold when assistance came.

Calvin Dame; the mechanical superintendent, died at Prescott, March 28, 1885.

Thomas Reynolds, the manager of the road, died in London, Eng. June 29, 1880, and in 1882 the road passed over to the C.P.R. In 1882 the C.P.R. received a shipment of Scotch engines from the Dub Works, Glasgow. They were set up in the C.P.R. shops at Prescott by the St. L. & O., Ry. to work on construction of the C.P.R.

Some of the St. L. & O. Ry. enginemen went with these engines on the C.P.R. One of them, George Rosebrook, is now about, if not the oldest passenger engineer on the C.P.R.

GEORGE H. WILSON

24/12/1924 *Ottawa Journal*

Beachburg

Woodlawn

CAUSE OF WRECK AT WOODLAWN

C. N. R. Engineer Gauvreau and Fireman Deevey, of Ottawa, Only Ones Injured.

ENGINE AND SEVEN CARS BUMP ALONG THE RAILS

Passengers On C N. R. Train for West Brought Back To Ottawa.

The engine, tender and express car of Canadian National Railway Montreal - Vancouver train No. 1, proceeding westward and passing through Ottawa at 1.35 o'clock this morning, were derailed and toppled into the ditch a short distance beyond Woodlawn, Ont., 28 miles west of Ottawa, at 2.45 a.m. A broken rail was the cause of the derailment. The engine crew consisting of Engineer Alexandre Gauvreau and Fireman Howard, Deevey, both of Ottawa, had a most fortunate escape from death. Engineer Gauvreau fractured both wrists, and Fireman Deevey was shaken up. Both jumped from the cab. None of the 125 passengers were injured. The accident occurred in the-Capreol division.

Crew Works Quickly.

The scene of the accident was one-half mile west of Woodlawn, and a few miles west of Fitzroy Harbor, and two miles south of the Ottawa river. Leaving Ottawa the train proceeded westerly by way of Rideau Junction. Beyond Fitzroy Harbor the line enters Quebec province, passes close to Norway Bay, and again enters Ontario over a bridge near Roche Fendue Rapids on the Ottawa river. Woodlawn is in Torbolton township at the extreme northwesterly point of Carleton County.

That the derailment was not attended by more serious consequences was due largely to the quick action of the engine crew.

Ran Along Ties

As soon as Engineer Gauvreau and Fireman Deevey noticed that something was going wrong, they quickly applied the emergency brakes. The engine, tender, express car and six coaches ran along the ties a distance of about 450 feet after jumping the track. Just as the engine was coming to stop, it toppled over along with the tender and express car. The coaches remained upright, while the sleeping cars did not leave the rails. Although the track was torn up for a distance of about five rail lengths many passengers were not even aware that an accident had occurred.

Brought Back to Ottawa.

Train No. 1, consisting of 12 coaches, was unable to proceed immediately on its journey. A special coach train sent out from Ottawa to the scene of the accident left Woodlawn at 9.53 a.m. for Union Station, with the sleeping, dining and observation cars in tow (sic tow?). On reaching Ottawa, at 11 a.m., another engine, tender and express car were attached to the transcontinental train, a fresh engine crew placed in charge, and the train started on its journey, being re-routed via Renfrew subdivision and North Bay.

Fractured Two Arms.

Immediately on the arrival of the special train in Ottawa, Engineer Gauvreau was taken in a waiting ambulance to St. Luke's hospital. An X-Ray examination revealed that he had suffered a fracture of both arms near the wrists. Dr. George S. McCarthy, 110 Lisgar street, who is attending the injured man, said his wrists were much swollen.

It was at first thought that Engineer Gauvreau had only been slightly injured. He broke his wrists in landing heavily on the roadbed when he jumped from the engine cab just as the engine toppled over. Fireman Deevey, who also jumped at the last moment, slightly injured his right hand.

Crew Came From Ottawa.

The fact that the engine had been brought to an almost complete stop before it toppled over the embankment was responsible for the absence of casualties. The train was travelling at an average speed of about 33 miles an hour at the time of the derailment.

The other members of the train crew were Conductor Clifford Cook, of Ottawa; Brakemen A. McDonald, also of Ottawa, and J. O'Connell, 475 Nelson street, and Baggageman Robt C. Butler, 3 Dorothy Avenue. Baggageman Butler was not injured. They all proceeded west with the train when the journey was resumed. A wrecking and repair crew was quickly dispatched to the scene of the accident, and it was stated officially that the damaged road bed would be repaired and the torn rails replaced in time for regular traffic to be resumed over the road by four o'clock this afternoon.

The Official Report.

Mr. C. O. Bowker, General Manager Canadian National Railways issued the following statement from Regional headquarters this morning: "Train No. 1, operating between Montreal and Vancouver, was derailed at Woodlawn, a point 28 miles west of Ottawa, at 2.55 o'clock this morning. The engine and tender and seven cars left the rails. All remained upright with the exception of the engine and express car. The sleeping cars did not leave the rails. No passengers were hurt, and only two of the train crew were slightly hurt.

"Engineer Gauvreau and Fireman Deevey, of Ottawa, sustained slight bruises. The cause of the derailment was a broken rail. A special coach train was sent from Ottawa, and left Woodlawn at 9.55 this morning with the sleeping cars, diner and observation car and other coaches, returning to Ottawa terminal, where train was detoured via Renfrew sub-division and North Bay for the west".

C.N.R WESTBOUND LIMITED DERAILED AT WOODLAWN
ENGINE AND SEVEN CARS JUMP RAILS.

ENGR.GAUVREAU AND FIREMAN DEAVEY ARE HURT; NO PASSENGERS INJURED

Accident Occurred at Point about twenty-eight miles West of Ottawa Shortly Before three o'clock this Morning. Official Statement on Derailment Issued at Toronto. Train Detoured to Ottawa, Where It Arrived About Eleven O'clock. Ottawa Members of Engine Crew Only Ones Hurt in Mishap.

The C.N.R. No. 1 train, westbound from Montreal to Vancouver, was derailed at 2.45 a.m. today one mile west of Woodlawn, and about 28 miles west of Ottawa.

No passengers are reported as hurt but Engineer Alec Gauvreau and Fireman Deavey of Ottawa were injured slightly, There were about 100 passengers aboard. The engine and two baggage cars immediately behind it left the tracks but as, at this point, the tracks are nearly level, the results were not so serious as they might have been had the line been on an embankment.

The train left Ottawa at 1.35 a.m. It was brought back to Ottawa during the morning, arriving shortly after 11 a.m., with a new engine, and re-despatched over the Renfrew sub-division to Pembroke owing to the blockade at Woodlawn.

The cause of the derailment was a broken rail. The accident happened on the Capreol division which starts at Rideau Junction and runs west to Capreol.

Woodlawn is in Torbolton township and is the first station this side of Fitzroy Harbor.

Engineer's Wrists Injured.

The accident happened about a mile west of Woodlawn, when the train was travelling at its average speed of about 33 miles per hour. The cause of the accident is supposed to have been a broken rail. The engine and one baggage car turned completely over. Another baggage car and three passenger cars left the track but did not turn over. The engineer, Alex Gauvreau, of Henderson avenue, Ottawa, had both wrists injured but was able to walk and was taken to hospital on arrival here, for treatment.

Fireman Howard Deavey, Preston street, Ottawa, was shaken up but uninjured.

Cliff Cook, the conductor, was also uninjured.

Of the passengers and the express men, none were injured, but many were somewhat shaken up.

Broken Rail the Cause.

A broken rail on a curve resulted in the engine, tender, express car, baggage car and five following passenger coaches leaving the tracks. The engine, tender and express car turned over just as the train stopped, the other cars remaining standing upright on the road bed. None of the passengers were hurt, some of them did not even know that an accident had happened. On word of the accident reaching Ottawa a special, consisting of a freight engine and some passenger cars, was despatched from here. The special left at 6 a.m. and reached Woodlawn about 7 a.m. The whole of the passengers were transferred to the special.

They left again at 11.30 a.m. on a new train, and it was stated that the line would be cleared by 2 p.m.

The conductor of the wrecked train was Cliff Cook, who was uninjured. J. Perry of Montreal, the express man, was shaken somewhat.

None of the sleeping cars or the dining car left the track. There being a slight drop in the embankment of about five feet caused the engine, tender and express car to turn over, otherwise they, too, would have remained upright. The cars are not damaged.

Two hours or so previously an eastbound freight train passed over the same track all right and reached Ottawa safely at 1 a.m.

THE OFFICIAL STATEMENT. TORONTO, Dec- 24. When Canadian National Railway train No. 1. bound from Montreal to Vancouver was derailed at Woodlawn, 28 miles west of Ottawa, at 2.55 this morning, Engineer Gauvreau and Fireman Deavey, of Ottawa, were slightly hurt but no passenger were injured. The engine and tender and seven cars left the rails, all remaining upright with the exception of the engine and the express car. Sleeping, dining and observation cars were taken back to the Ottawa terminal, where the train was detoured via Renfrew sub-division and North Bay for the West.

An official statement regarding the accident was given out here today by C. G. Bowker, general manager of the central region of the railway.

The statement is as follows:

"Train No. 1, operating between Montreal and Vancouver, was derailed at Woodlawn, a point 28 miles west of Ottawa, at 2.55 this morning. The engine and tender and seven cars left the rails. All remained upright with the exception of the engine and express car. The sleeping cars did not leave the rails and no passengers were injured. Two of the train crew were slightly hurt. Engineer Gauvreau and Fireman Deavey, of Ottawa, sustained strained wrists. The cause of the derailment was a broken rail. A special coach train sent from Ottawa left Woodlawn at 9.53 this morning with the sleeping cars and dining and observation coaches, returning to Ottawa terminal, where the train was detoured via Renfrew division and North Bay for the West."

STRAIGHT ROAD BED BETWEEN CARLETON PLACE AND ALMONTE PREVENTS BAD SMASH ON C.P.R.

Veteran Engineer Accepts Responsibility For Mistake In Orders.

PEMBROKE LOCAL IS ONE OF TRAINS

Pounding, toward each other at a speed of from 40 to 60 miles an hour, both trying to make up lost time, two C.P.R. passenger trains almost crashed into each other Wednesday morning about 9.40, between Carleton Place and Almonte, just northwest of Carleton Place. A tragedy which probably would have meant death to many was averted by not more than 30 feet.

The fast C.P.R. Winnipeg train due in Carleton Place at 9.30 regularly, carrying hundreds of passenger hurrying home for Christmas and the Ottawa-Pembroke local with destination at Chalk River, were the two trains involved. So thrilling was the escape that the town of Carleton Place buzzed with excitement the remainder of the day, the miraculous escape of the hundreds of passengers being the solo topic of conversation all Christmas Day.

Error Over Orders.

Failure on the part of the crew of the Pembroke local to correctly interpret the order handed them at Carleton Place was responsible for the near tragedy Engineer Edward Wood, of 136 Spruce street, Ottawa, an old and trusted employe of the C. P. R., 41 years in the service, takes responsibility. He and the whole train crew have been suspended pending a full investigation. The conductor was Michael O'Connell, 64 Spruce street, Ottawa. A freight crew was put on the train at Carleton Place and the local proceeded to its destination.

Train Went Ahead.

According to most reliable information available the C.P.R. Winnipeg, which is a fast train from the west, experienced engine trouble at Renfrew which delayed her there for 40 minutes. Orders were received by Operator Marshall, of the C.P.R. at Carleton Place to hold the train there owing to the delay, so that the trains would pass there. Usually the trains pass at Carleton Place. The operator at Carleton Place claims that the orders were signed for by Conductor O'Connell in the regular way and the conductor then boarded his train. Looking out from his office window a moment later he was horrified to see that the train had gone.

Tried to Stop It.

He grabbed the telephone to get in touch with the gateman at a little shed about 600 yards from the station, but the gateman was out.

STRAIGHT ROAD-BED

A freight train employe rushed out on getting the message and tried to attract the attention of the engineer but it was too late. The local had passed on its way to Almonte, seven miles away, gathering speed every second in the hope of reaching Almonte before the Winnipeg reached there. Passengers aboard were innocent of anything unusual taking place.

Almost frantic, the operator at Carleton Place could do nothing. He was almost paralysed by the thought of impending disaster, with both trains trying to make up time the Winnipeg sweeping on at 60 miles an hour and the local 40 miles at least.

Just northwest of Carleton Place there is a straight-a-way stretch of track where a clear view can be obtained for about a mile. The engineers of the two trains saw each other bearing down. Like lightning they applied the emergency brakes and the two trains started to slow with a grinding roar.

While reports differ it is stated that the two trains were not more than 30 to 40 feet apart when they came to a halt. The hundreds of happy passengers on both trains did not know till then how narrow had been the escape from a mishap.

Operator Marshall heard the signals of both trains to stop as they sighted each other. He then heard the explosion of a torpedo put out by one of the trains, warning trains following behind to stop. Then the local backed into Carleton Place and a report made to the divisional headquarters at Smiths Falls. - Superintendent Crabbe ordered the Pembroke. Local crew taken off and a freight crew was picked, which piloted the train on to its destination.

The other train proceeded on her journey. A full report was made on the matter to Montreal. The suspended engineer and conductor were taken to Smiths Falls, also Station Agent Philip Egan at Carleton Place, who along with Operator Marshall were absolved from all responsibility. The engineer and conductor, however, remain suspended until head office in Montreal makes a report.

Says They Were 1¼ Miles Apart.

Mr. S. W.- Crabbe, superintendent of the C.P.R., and in charge of the lines where the two trains stopped, told The Journal today that an investigation was being conducted. In the meantime the members of the crew are suspended, but it is believed that both the engineer and the conductor, who have served the C.P.R. faithfully for many years, will resume their posts in time.

Mr. Crabbe stated, that Engineer Wood had assumed responsibility for the incident. The superintendent said "A slight mistake in train orders had occurred." but that the trains which were speeding towards each other, had been stopped in ample time. As a matter of fact, he claimed they were about one and one-quarter miles apart when both engines were stopped.

Rests Upon Two, Mr. Crabbe said the responsibility for the mix-up would rest with both Engineer Wood and Conductor O'Connell. He took an optimistic view of the incident and commented that "It might have been worse. We are all human and are apt to make a mistake at any time," he said.

Mr. Wood, who has been with the company since 1886 has a very good record and he feels most keenly over the affair. He frankly admitted that the responsibility for the misinterpretation of the orders was his.

OTTAWA IS SPARED TWO DISASTERS AT CHRISTMAS SEASON

Head-on Collision of Two C.P.R. Passenger Trains Near Carleton Place Narrowly Averted.

BROUGHT TO STOP BEFORE TOO LATE

Feeling of Thanksgiving as Well As For Minor Nature C.N.R. Wreck.

A smash-up on the C.P.R. line between Carleton Place and Almonte was narrowly averted on Wednesday morning through the crew of the Pembroke local, which leaves Ottawa at 8.30 a.m. over-running orders. The crew has been suspended pending investigation.

Engineer E. Wood, 138 Spruce street, Ottawa, and Conductor Michael O'Connell, 61 Spruce street, Ottawa., were in charge of the Pembroke train. It is stated that orders were first given for the Pembroke train to cross the Winnipeg train travelling eastward, and which is due in Ottawa at 10.30 a.m., at Almonte. A later order said the trains were to cross at Carleton Place. The second order was overlooked, and it is fortunate that the engineers of the Pembroke train and the Winnipeg train sighted each other in time, applied the emergency brakes with alacrity, and managed to bring their trains to a stop and avoid a head-on collision, which appeared almost inevitable.

Reports Differ.

Operator Marshall, at Carleton Place, had a horrible few moments when he noticed that the Pembroke local, despite orders which had been given for it to allow the Winnipeg train to pass it that point, had left Carleton Place. Feeling, apparently, that a smash-up was inevitable he communicated with Divisional Superintendent Crabbe at Smiths Falls, for the break-down gang to be in readiness. Happily the latter was not needed. Reports vary, however, as to how near a thing it was. It is stated by some that the two trains were brought to a stop within less than a hundred yards of each other. Superintendent Crabbe claims they were a mile apart when stopped on a straight stretch just west of Carleton Place, and which, fortunately, enabled both engineers to anticipate what the result would be if they went ahead, to act with promptness and avoid a collision.

The Pembroke train was backed into Carleton Place and a fresh train crew provided, the engineer and conductor being called to Smiths Falls for investigation of the happening. The Pembroke train finally continued on its journey. The Winnipeg train continued its journey to Ottawa, the passengers of both trains experiencing a sense of relief at their narrow escape and suffering no more than from shock at the thought or what, might have been, and the slight shake-up through sudden application of the emergency brakes on the trains.

Superintendent Crabbe stated that Engineer Wood had accepted full responsibility for the mishap. Some sympathy with the engineer is manifested as he is an old employe of the company with a clean record. He has been in the employ of the C.P.R. since 1886.

Station Agent Egan and Operator Marihall, of Carleton Place, have been exonerated from any blame in connection with the incident.

Cause of Thanksgiving.

A feeling of considerable relief that things were no worse was manifest throughout the city and that Ottawa was spared a double calamity just prior to the festive season. The mishap on the C.N.R. near Woodlawn, earlier in the same morning and which resulted in the engineer and fireman on a transcontinental train being injured, produced a, bad jar, but its effect was mild compared with the prospect of two trains meeting in head-on collision, a catastrophe which was so narrowly averted.

OVER MILE APART.

MONTREAL, Dec. 26. In the absence of J. J. Scully, local general manager of the Canadian Pacific Railway, no official statement could be obtained this evening in connection with the averted collision Wednesday morning of two C.P.R. passenger trains between Carleton Place and Almonte, but it was explained at the head office of the company that the trains were stopped over a mile apart and that the report of their "nearly plunging, into each other" was an exaggeration. It was pointed out that after the orders to stop had been obeyed and the danger of collision removed, one of the trains proceeded slowly to where the other had halted for a conference between their respective crews. The spokesman for the company, however, admitted the suspension of Engineer E. Wood and Conductor Michael O'Connell, both of Ottawa, for "failure to read train orders."